LISA 20/21

Parameter description

F. Giebel	12.03.2020	Umstellung LiSA20-21	Version 3.00
F. Giebel	04.01.2021	Parameter aktualisiert	Version 3.02
F. Giebel	06.05.2021	Canopen417 aufgenommen + Div. Erweiterungen	Version 3.03
F. Giebel	11.10.2021	Canopen und LiMAX33CP erweitert,	Version 3.04
F. Giebel	02.11.2022	Parameter erweitert	Version 3.05
F. Giebel	12.06.2023	Parameter aktualisiert	Version 3.06
F. Giebel	11.12.2023	Parameter erweitert	Version 3.07

As of: 14.12.2023

Contents

1. Parameter description

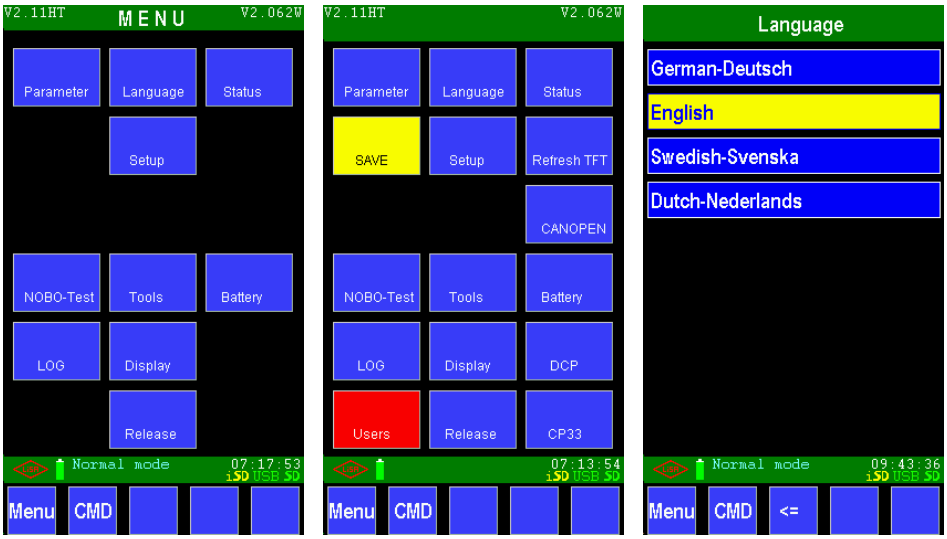
1.1. General information

As far as possible, the parameters of LiSA20 and LiSA21 as well as the operating menus have been kept identical in order to ensure the operability you are used to.
The LiSA parameters are distributed to internal pages. To edit or view the values, use the menu navigation or direct access to the respective pages. Call the required page by entering 7 plus the three-digit page number (e.g. page 60: CMD -> 7060 -> OK).

1.2. LiSA main menu

The LiSA20 main menu serves to select and enter the parameter level. The names of the individual "tiles" allow to select the proper required parameter or diagnostic function.

The main menu has a function-related segmentation, i.e. various parameters can be accessed in different ways. Use the CMD command to go directly to the required page.



Main menu

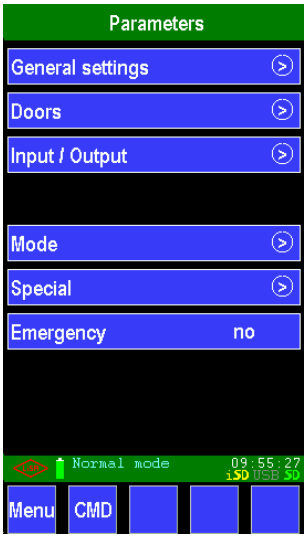
Parameter	This menu item serves to make all basic settings. These are the most important general parameters, door settings, input/output, operating mode, special settings, emergency / RDT.
Language	Serves to select the system language. German, English, Swedish and Dutch are currently completely integrated.
Status	Lift status page with command input and possibility to go to further overview pages.
Save	This menu item appears if parameters were altered previously. Since May 2015 the values are not only saved on the processor, but also onto the storage medium (SD-card/USB flash drive).

Setup	For first commissioning of a lift by a technician, only a few parameters are required. They can be directly selected here.
Refresh TFT	This menu item appears if changes were undertaken previously. It serves to adopt the settings which are to be checked, without saving them.
CANopen	Direct access to the CANopen settings. This icon is only displayed if CANopen is enabled in the basic settings.
NoBo-Test	Functions to facilitate the acceptance test by authorised bodies (e.g. travel time check).
Tools	This item assists in settings, diagnostic functions, backup and recovery, data tools, travel and signal curves and analysis of I/O assignments.
Battery	Display of information on +H supply voltage, battery voltage, charging voltage and current.
LOG	Information on incidents and triggered errors.
Display	Car or landing display.
DCP	Direct control of a DCP inverter with display of inverter indication. This page can only be selected if the DCP is enabled.
Users	User login (with company code), system information – if the controller is coded.
Release	Display for emergency rescue.
CP33	Call-up of the settings menu page of LiMAX33CP. This button is only displayed if LiMAX33CP is set as the absolute encoder read head.

Table: Main menu

Due to the variety of setting possibilities in the "Parameter"-section, we have introduced a sub-menu for parameters. All parameters are accessible from here.

[Direct access: CMD -> 7057-> OK]



This parameter menu is divided into

- "General settings" like number of landings, frequency inverter, landing height, building accesses, scrolling texts...
- Configuration regarding "doors" such as times, accesses, door signals...
- Parameterisation of "inputs/outputs" for door sides, car, control cabinet and general controller values.
- The "mode" subsection serves to configure operating states for normal travel, various possible special and clock travels, fire emergency, passenger control, penthouse, etc.
- "Special" is used to set the time and several special functions.
- Go to "emergency" to set emergency parameters, service centre data and mail servers

1.3. Language

The "Language" menu serves to select the system language. You can activate the language by selecting it on the screen. Thereupon all parameters / texts will be loaded in the corresponding language.

[Direct access: CMD -> 7110-> OK]

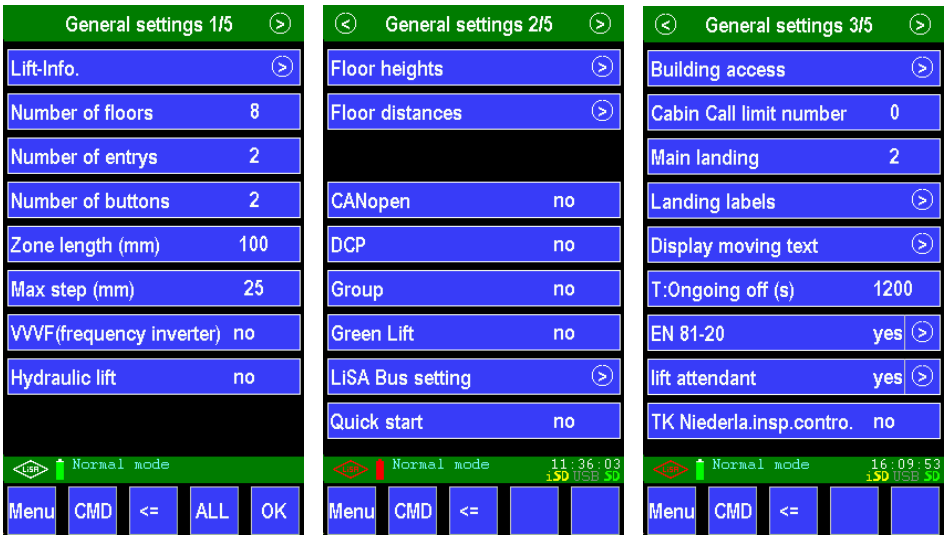
Currently one can choose from 4 languages: German, English, Swedish and Dutch.

1.4. Parameters - General settings

The menu item "General Settings" provides access to information containing basic settings.

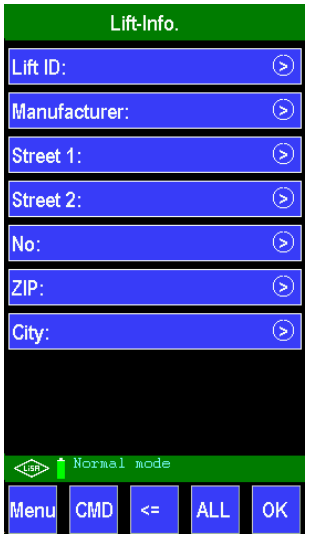
Starting with the first page (060), use the top right and left arrows to go to other pages.

☞ Direct access to these pages is possible by command 7 plus 3-digit page number.
[Direct access: CMD -> 7060 or 7091 or 7000 or 7027 or 7062 -> OK]



Lift-Info. >

Change to sub-menu 176. [Direct access: CMD -> 7176-> OK]



Here you can enter general lift information. The manufacturer is taken from the company code. The lift-ID is important for the location at which saved data is stored on the particular removable medium and must be provided.

Lift ID: xyz

Value range: ASCII-text Default value: not defined/project number
The freely configurable lift-ID serves as folder name for both all
Data and back-ups saved on this installation's storage medium (SD-card/USB flash drive).
A freely selectable ASCII text (max. 20 characters) may be entered here.

Manufacturer: xyz

Value range: ASCII-Text
Default: taken from company code of the first installation
Prescribed text from company code. The particular text is pre-set by Fa. Schneider during the process of assigning the control unit to the corresponding company.

Street 1: xyz

Value range: ASCII-Text Default: not defined
First optional ASCII-text indicating installation's location (street)

Street 2: xyz

Value range: ASCII-Text Default: not defined
Second optional ASCII-text indicating installation's location (street)

No: xyz

Wertebereich: ASCII-Text Standardwert: nicht belegt
Optional text providing information about the house number of the installation's location.

ZIP: xyz

Value range: ASCII-Text Default: not defined
Optional text providing information about the ZIP-code of the installation's location.

City: xyz

Value range: ASCII-Text Default: not defined
Optional ASCII-text providing information about the installation location (city).

Number of floors xx

Value range: 2-48;
Number of landings in the lift system. There are 48 programmable landings available. An extension up to 64 landings is currently in progress.

Note for groups:

All lifts of one group have the same number of landings. It reaches from the lowest landing of the lift travelling the lowest to the highest landing of the lift travelling the highest.

Example: Lift 1 has B, G, 1, 2, 3, 4, 5 - lift 2 has G, 1, 2, 3, 4, 5, 6, 7 -> number of landings = 9

Number of entrys xx

Value range: 1-2; Default: 1
Number of door sides.

- ➔ *(1): one access (one door)*
- ➔ *(2): two accesses (two doors)*

Number of buttons xx

Value range: 1-2; Default: 2
Number of call buttons in the landing.

- ➔ *(1): Single-button control*
- ➔ *(2): Two-button control (upwards or downwards call)*

Zone length (mm) xxxx

Value range: 2-511; Default: 100
Definition of the zone length in mm (= zone length Z1). A number of the calculations required for shaft selection are based on the definition of the zone length, e.g.

- speed measurement
- determination of landing distances (if required, pulse constant)
- Determination of the emulated zone length (Z1) if an absolute encoder is used. The position of the door zone (Z2) magnets depends on this setting. Usually Z2 is supposed to be 10 cm longer than Z1 (5 cm upwards and 5 cm downwards).
- determination of the monitored zone to detect any unintended car movement (UCM)

Max step (mm) xx

Default: 25
Definition of the maximum value of a step to levelness of the car in the landing.

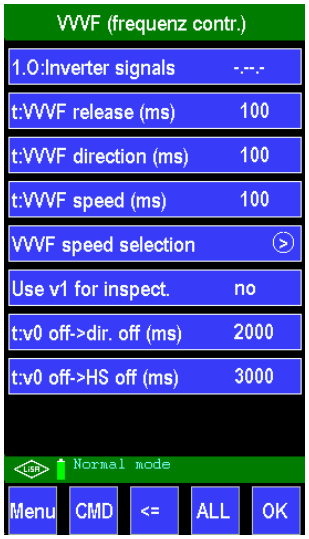
VVVF(frequency invert.) NO

Query whether a frequency inverter needs to be activated. By selecting “YES”, the frequency inverter’s parameters are made visible.

VVVF(frequency invert)YES>

Press > to go to pages with inverter parameters (page 61).

[Direct access: CMD -> 7061 -> OK]



1.O:Inverter signals -.--.-

If the inverter connection (VVVF) located on the controller shall not be used, one can use this parameter in order to program the 1st output „Inverter signal“ for controlling the inverter. When doing so, 8 subsequent outputs are assigned with the controlling signals.

Please note that other than in the case of a VVVF-connection, the above described outputs are NPN switched by default. Depending on the employed inverter, it can thus be necessary to use a level conversion board or PNP-bus module.

t:VVVF release (ms) xxxx

Value range: 0-1000 ms; Default: 100

Time from the start after which the inverter is released.

t:VVVF direction (ms) xxxx

Value range: 0-1000 ms; Default: 300

Time from the start after which the inverter is assigned with the direction signal.

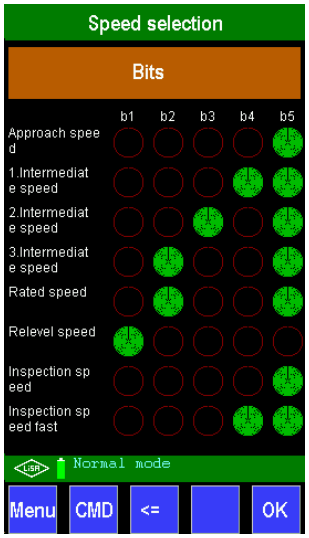
t:VVVF speed(ms) xxxx

Value range: 0-1000 ms; Default: 500

Time from the start after which the inverter is assigned with the speed selection.

VVVF speed selection >

Change to sub-menu S34. [Direct access: CMD -> 7034-> OK]



The controller provides 8 different speeds. They are transmitted to the inverter with 5 coded speed signals (binary, Gray,...). In case of linear activation, only 5 speeds can be selected.
This menu serves to assign speeds to output signals.
Press the circles to enabled or disable a signal (green = enabled). Confirm the completed settings by pressing the "**OK**" button.

Use v1 for Insepect. J/N

Value range: Yes, No Default: No
Query whether the quick inspection run shall be performed using the intermediate speed v1.

t:v0 off->dir. off (ms) xxxx

Value range: 0-2000 ms; Default: 500
Time which, during stoppage, elapses between switch-off of the v0 speed signal (approaching speed) and the direction signal. This corresponds to the time provided to the inverter for performing an electrically controlled stop.

t:v0 off->HS off (ms) xxxx

Value range: 0-2000 ms; Default: 4000
Time which, during stoppage, elapses between switch-off of the v0 speed signal (approaching speed) and the main contactors. It corresponds to the time provided to the inverter for switching the brake off.

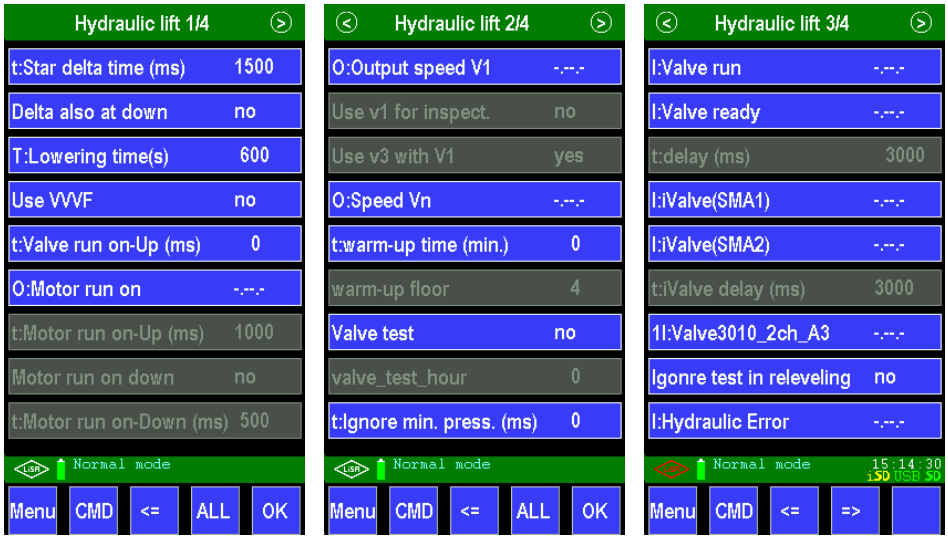
Hydraulic lift NO

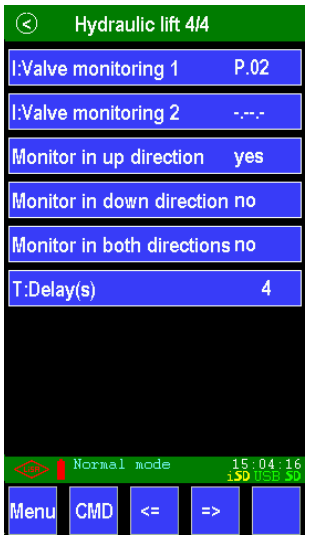
Query whether a hydraulic lift is to be operated. By choosing “YES”, the parameters for hydraulic lifts are made visible.

Hydraulic lift YES>

Press > to go to pages with hydraulics parameters (page 3).

[Direct access: CMD -> 7003 -> 7189 -> 7005 -> 7051 OK]





t:Star delta time (ms) xxxx

Value range: 0-2000 ms Default: 1500

Time span after which the system changes from star start-up to delta operation.

Delta also at down J/N

Value range: Yes; No Default: No

Selection whether star-delta is used for downwards direction.

T: Lowering time (s) xxxx

Value range: 0-600 s Default: 600

Time after which the car is parked in the lowest landing.

Use VVVF NO

Selection whether a frequency-controlled hydraulics system is to be used. By choosing "YES" the parameters for frequency-controlled hydraulic lifts are made visible.

Use VVVF YES >

Press > to go to pages with frequency-controlled VVVF (For more detailed descriptions refer to "VVVF (freq. inverter)" [Direct access: CMD -> 7061 -> OK]

t: Valve run-on UP (ms) xxxx

Vaue range: 0-4000 ms; Default: 0
When the time span for the valve overrun is set to 0, both pump motor and valves switch off simultaneously.
For a valve overrun value larger than 0, and given the pump motor's contactor is switched off during upward travel, the valve remains open for the time span indicated in "t: valve run-on" (milliseconds). Only after that, the valve closes.

Note the following: The subsequently indicated pump overrun parameters are deactivated when a value for the valve overrun is set. In the event of a downward travel there exists no valve overrun.

O:Motor run on [x.yy.z]

Default: not defined
Serves to select which output or relay will create the motor overrun (pump overrun). A relay contact is located within the valve's control circuits in order to ensure that they are switched off prior to the pump - that is, by exactly that amount of time earlier as indicated by the overrun time.

If this parameter is assigned with an addressing, the following parameters must be programmed in consequence:

t: Motor run on-Up (ms) xxxx

Value range: 0-2000 ms; Default: 1000
During upward travel, this time span (milliseconds) indicates by how much the valves close earlier than the contactors do switch off.

Motor run on down Y/N

Value range: Yes/ No; Default: No
Serves to select whether the pump overrun shall be executed during downward travel. When travelling downwards, an activated overrun causes the valves to close before the contactors deenergise, thereby resulting in a smooth stop.

t:Motor run on-Down (ms) xxxx

Range of values: 0-2000 ms; Default: 500
During downward travel, this time span (milliseconds) indicates by how much the valves close earlier than the contactors do switch off.

O:Output speed V1 **x.yy.z**

Default: not defined
Selection which output serves to issue the intermediate speed V1.

If this parameter is assigned with an addressing, the following parameters must be programmed in consequence:

Use V1 for inspect. **Y/N**

Value range: Yes/ No Default: No
Query whether the quick inspection run is to be conducted at intermediate speed V1.

Use v3 with v1 **Y/N**

Value range: Yes; No Default: No
Query whether also the V3 signal should be issued in order to reach the intermediate speed.

O:Speed vn **x.yy.z**

Default: not defined
Selection which output serves to issue the relevelling speed Vn.

t: warm-up time (min.) **xxx**

Value range: 0 – 1440 Default: 0
Query to set a time frame (in minutes) upon which's expiration a warm-up drive needs to be performed after standstill. Set a time from minimum 15 minutes to maximum one day or - by entering value 0 - deactivate the warm-up drive.

If this parameter is assigned with a value larger than 0, the following parameters must be programmed in consequence:

Warm-up floor **xx**

Wertebereich: 1-64 Standardwert: 2

Set the target floor for the warm-up drive. If the lift is already standing in this landing, it will run to the lowest (or currently opposite) landing instead.

Valve test **Y/N**

Value range: Yes/No; Default: No.
Activate the valve test. For valve tests, the testing procedure is performed every day at e.g. 2 a.m. Here, the two valves are activated independently and successively in order to check whether a car movement is detectable while doing so.
If no car movement is registered, both valves are fully functional and the installation remains in operation.
Else the installation is put out of operation while indicating a "valve error".

Valve test_hour **xx**

Value range: 0-23 Default: 0
Query to set the time at which the daily valve test should be conducted.

t:Ignore min. press. (ms) xx

Default: 0
Time in milliseconds for which the minimum pressure is to be ignored.
(From V2.023Q on the parameter does no longer exist)

move before Valve test J/N

Value range: Yes/No Default: No.
Query whether a run corresponding to the warm-up run is to be conducted prior to a valve-test. This run is intended to compensate a possible pressure loss which can occur after an installation's longer immobility.

I:Valve RUN x.yy.z

Default: not defined
Selection of the input for testing the control block of a hydraulic system using the RUN signal (e.g. Oildynamic NGV A3): During standstill the RUN-signal is turned off and reactivates within 2s when the lift starts travelling. At the end of a travel, RUN again deactivates within 2s.

I:Valve READY x.yy.z

Default: not defined
Selection of the input for testing the control block of a hydraulic system using the READY signal: the signal is active when the hydraulic system operates in error-free standstill. When the lift starts travelling, READY switches off within 2s and re-activates at the end of the run within again 2s.

t:delay (ms) xxxx

Default: 3000 mS
Here one is to enter the waiting time which is to pass until the query of the valve control. The time span determined here indicates the maximum amount of time during which both the RUN and READY signals may apply simultaneously.

I:iValve (SMA1) x.yy.z

I:iValve (SMA2) x.yy.z

Standard value: not assigned.
Selection of the input to test the control block of a hydraulic system using the valve (SMA) signal. In case of systems with 2 hydraulic power units, SMA2 is programmed for the second power unit.

t:IValve delay (ms) xxxx

Value range: 1700-6000 ms
Enter the time span which should pass until query oft he SMA signal.

1I:Valve3010_2ch_A3 x.yy.z

Standard value: not assigned

When using a 3010 valve block by GMV, two separate monitoring inputs are required. If you set this parameter, two consecutive I/Os are assigned for this purpose.

Ignore test in releveling **Y/N**

Range of values: Yes/No standard value: No.
In lifts with an additional unit for releveling, the main unit is not activated during leveling and thus it does not put out an SMA signal. In order that no SMA error is reported, you can use this parameter to determine that the SMA signal of the main unit is ignored during leveling.

I:Hydraulic Error **x.yy.z**

Standard value: not defined
Input for the evaluation of a fault of the hydraulic power unit. This input triggers the associated error code 199 “hydraulic error”.

I:Hydraulic Error **x.yy.z**

Standard value: not defined
Input for the evaluation of a fault of the hydraulic power unit. This input triggers the associated error code 199 “hydraulic error”.

I:Valve monitoring 1 **x.yy.z**

Default: not defined
Selection of an input for testing a hydraulic system’s independently activated valve 1: The conducted monitoring procedure is similar to the one performed for a brake signal in VVF-installations. The breaks are open while travelling (activated) and closed during standstill (not activated).

I:Valve monitoring 2 **x.yy.z**

Default: not defined
Selection of an input to test a hydraulic system’s independently activated valve 2.
The monitoring procedure is conducted as described for valve 1 above.

Monitor in up direction **Y/N**

Value range: Yes/No Default: Yes
Activate the valve test for both valve 1 and 2 when travelling in upward direction.
If the signal switching is subject to error as in the case of a brake activation, the errors 101 to 104 will be reported.

Monitor in down direction **Y/N**

Value range: Yes/No Default: No.
Activate the valve test for both valve 1 and 2 when travelling downwards.
If the signal switching is subject to error as in the case of a brake activation, the errors 101 to 102 will be reported.

Monitor in both direction **Y/N**

Value range: Yes/No. Default: No

Activate the valve test for valve 1 and 2 when travelling in both upward and downward direction.

If the signal switching is subject to error as in the case of brake activation, the errors 103 to 104 will be reported.

T:Delay (s) **xxxx**

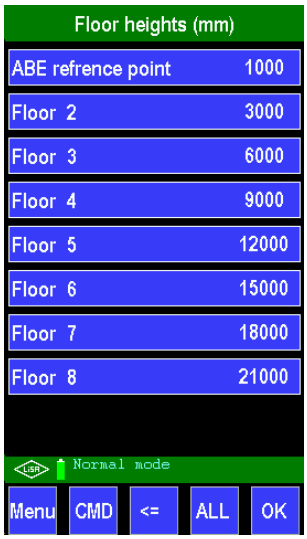
Value range: 0-10 sec. Default: 4 sec.

Entry of the waiting time before querying the signals for the valve check.

Floor heights **>**

Read and if necessary enter the absolute landing heights and the absolute encoder zero on page 4.

[Direct access: CMD -> 7004-> OK]



ABE reference point **xxxx**

Value range: 0-999999 mm; Default: 0

Entry of the absolute encoder zero, if known. This value is read and set by the absolute encoder during setup. It indicates the height of landing 1 at the absolute encoder.

Note: In the controller, the height of landing 1 = 0.

If the ABE zero is changed within the limits of the landing distances (and not more), the distances between the subsequent floors are not affected by these alterations. It is thus possible to correct a set zero value. In case the distance indeed changes by a value larger than the pre-set landing distance, the entire area is shifted consequently.

Floor 2 **xxxxxx**

Value range: 0-999999 mm Default: 3000

Entry or reading of the height of landing 2. It is calculated by entering the distance between landings 1 and 2 according to the following: height of landing 2 = 0 + distance landings 1-2.

Note: Changing this value results in changes to the associated landing distance as well as alterations to the subsequent distances, since the zero value must remain as the reference point!

Floor 3 xxxxxx

Value range: 0-999999 mm Default: 6000

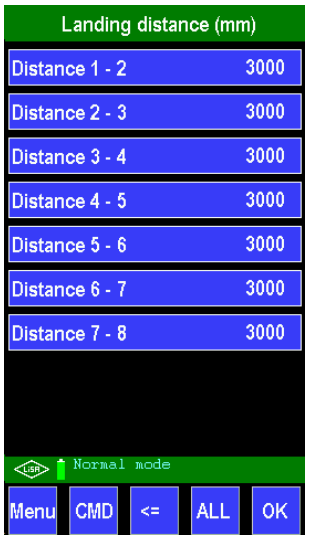
Entry or reading of the height of landing 3. It is calculated by entering the distance between landings 2 and 3. Height of landing 3 = height of landing 2 + distance landings 2-3 etc.

The following pages contain further landing heights, if required.

Landing distance >

Entry of landing distances in sub-menu page 11

[Direct access: CMD -> 7011-> OK]



Distance 1 – 2 xxxxxx

Value range: 0-999999 mm Default: 3000

Entry of the distance between landing 1 and landing 2 in m (From one door sill to the next).

Distance 2 – 3 xxxxxx

Range of values: 0-999999 mm Default: 3000

Entry of the distance between landing 2 and landing 3 in mm ect.

The following pages contain further landing distances, if required.

LiSaMod Board Y/N

Default: 0

(currently not available)

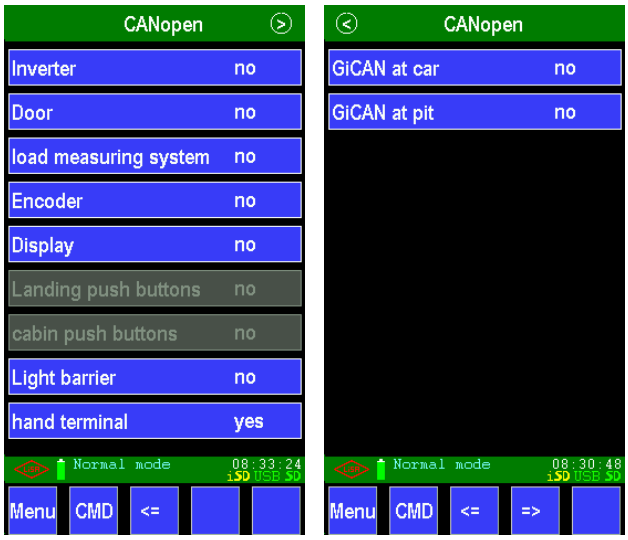
CANopen	NO

Query whether system components should be controlled using the CANopen 417 protocol (CANopen Lift). By changing to “Yes”, the parameters for the CANopen settings are enabled.

CANopen	YES >

[Direct access: CMD -> 7238 -> 7252 -> OK]

The different options on this page are partly still under development.



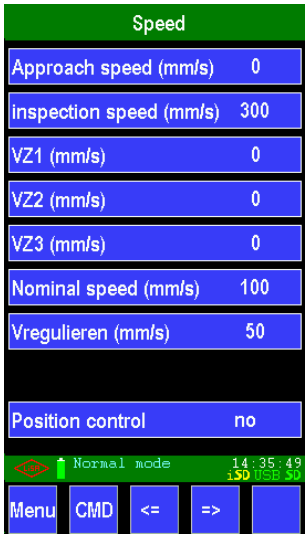
Note: In order to be able to make settings here, CANopen must be set to “Yes”. For some functions it is additionally required that an absolute encoder is integrated via CANopen.

Inverter	No

Range of values: Yes/No standard value: No

Query whether the frequency inverter of the drive should be controlled via CANopen. If you select “Yes” you can call up the following setting parameters.

[Direct access: CMD ->7248 -> OK]



Here you can select the values of the individual speeds (approaching speed, inspection speed, intermediate and rated speed as well as the speed during releveling).

Position control No

Range of values: Yes/No standard value: No.

If “position control” is activated, the position data of the absolute encoder is sent directly to the inverter. A prerequisite is that the absolute encoder, too, is integrated via CANopen.

Door No

Range of values: Yes/No standard value: No

Query whether the door controller should be controlled via CANopen.

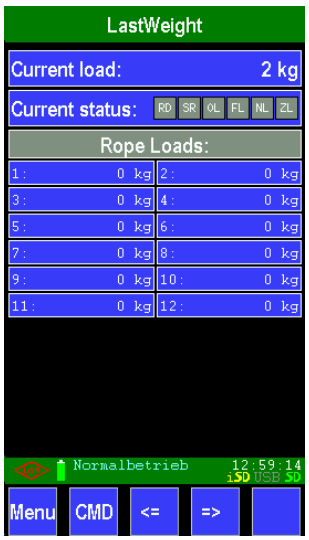
Load measuring system No

Range of values: Yes/No standard value: No.

Query whether the load measurement should be effected by a CANopen-capable load measuring device.

If this parameter is set, the following display page is available.

Furthermore, the inputs “zero load”, “full load” and “overload” on the controller can be omitted as these values are transmitted via the CAN bus.



In the “current load” field, the current load of the car is displayed (net load).

The “current status” field shows:

- RD = load difference of the ropes is too high (red)
- SR = slack rope contact (red)
- OL = overload (red)
- FL = full load (green = active, grey = inactive)
- NL = normal load (green = active, grey = inactive)
- ZL = zero load (green = active, grey = inactive)

The “rope loads” area displays the respective load of up to 12 individual ropes. This indication shows the actual load of every rope including the rope dead weight.

Note: If the values in the “rope loads” area vary significantly, the correct installation of the load measuring sensors as well as the tension of the individual ropes should be checked.

Encoder No

Range of values: Yes/No standard value: No.

Query whether a CANopen-capable absolute encoder should be integrated.

Note: If the Elgo LiMAX-Safe (LiMAX33CP) is selected, additional settings are necessary. Further information can be found in the manual appendix “LiMAX33CP configuration in conjunction with a LiSA controller”.

Display No

Range of values: Yes/No standard value: No.

Selection whether the displays in car or landing should be controlled via CANopen.

Landing push buttons No

Range of values: Yes/No standard value: No.
Query whether the landing buttons are connected via the CAN bus.
Not yet implemented!

Cabin push buttons No

Range of values: Yes/No standard value: No.
Query whether the car buttons are connected via the CAN bus.
Not yet implemented!

Light barrier No

Range of values: Yes/No standard value: No.
Query whether the controller of the door light barrier should be evaluated via CANopen.

Hand terminal No

Range of values: Yes/No standard value: No.
Selection to operate the handheld terminal on the CAN bus, provided that the handheld terminal is capable of CANopen. Then the handheld terminal can be used on every CAN bus connection of the system.
This is a substantial simplification for the mechanic as, for example, it is possible to make controller settings from the car.

GiCAN at car No

Range of values: Yes/No standard value: No.
Query whether a CAN bus module (GiCAN board) in conjunction with a multibox is used on the car. If set to “Yes”, this board is monitored by the controller and the error code 196 is put out in the event of an error.

GiCAN at pit No

Range of values: Yes/No standard value: No.
Query whether a multibox with a GiCAN board in the shaft pit should be monitored.
As to the rest, this parameter is identical with the previous one for the car.

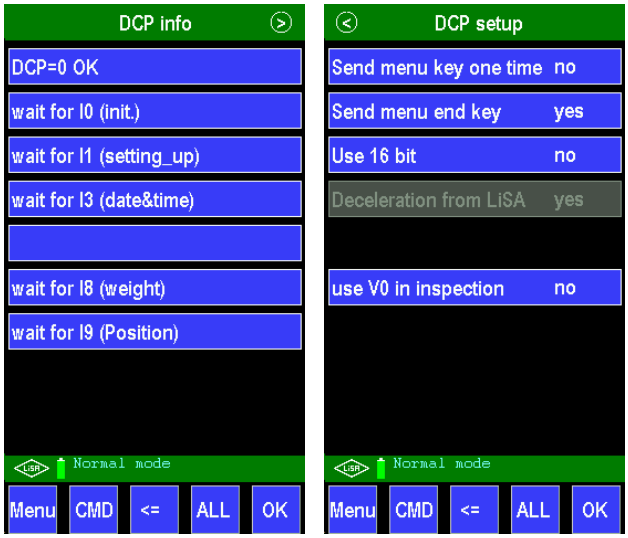
DCP NO

Query whether the frequency inverter is operated via DCP. By choosing “YES” the DCP parameters are made visible.

DCP YES >

Press > to go to the DCP information page.

[Direct access: CMD -> 7183 -> 7103 -> OK]



The “DCP Info” page is filled automatically after successful communication with the inverter. In the example at hand, the DCP3 log was chosen successfully and the supported telegrams are given as corresponding information. Telegrams which cannot be supported are indicated by an “Error”.
The "DCP setup" page serves to make inverter-specific settings. These settings always depend on the inverter type.

Send menu key one time **Y/N**

Default: Yes
Normally, a keystroke for the inverter menu on the DCP operation page is sent multiple times, and when releasing the key an end telegram is issued. Some inverters however require only one telegram; that is no repetition of telegrams is necessary.

Send menu end key **Y/N**

Default: Yes
When releasing, some inverters require an end-telegram. Other inverter types however are not capable of processing such an end-signal. Thus, when choosing “NO” the end-telegram will not be issued.

Use 16 bit **Y/N**

Default: No
Please note: Since beginning of 2015 this parameter is automatized under the DCP log and therefore no longer required.
Background:
The inverter DCP log serves to send the travel path to the destination before beginning a travel. If the distance to the next landing were over 30 meters, one had to set the parameter to "YES" so that the distance was allowed to exceed the 30 meter limit.
Caution: Some inverters do not understand this telegram. Thus, a workaround was programmed to address this problem. Please contact Fa. Schneider in case of any problems.

Deceleration from LiSA	Y/N

Under DCP3, the pre-set deceleration values from the control are used. Using DCP4 however automatically employes the values from the inverter.

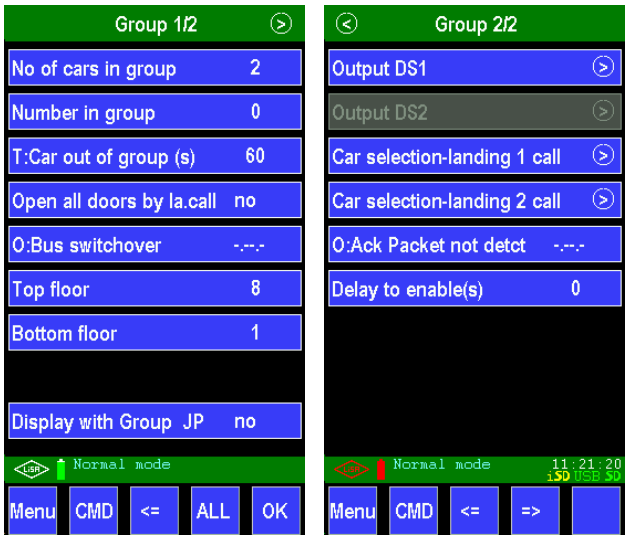
Use v0 in Inspection	Y/N

Default: No
Some inverter types require V0 to be activated during an inspection run.

Group	No
Group	Yes >

Query whether several cars are to run as a lift group. Press "NO" to change to "YES".
Press > to go to pages with group parameters.

[Direct access: CMD -> 7026 -> 7008 -> OK]



No of cars in group	xx

Range of values: 0-16
Selection of the number of group cars (lifts in group)

Number in group	xx

Range of values: 1-16
Selection of car/lift number in the group. Each car is given a number based on a consecutive numbering. The car number is transmitted in the group log, which serves to inform the other cars about the status.

T:Car out of group (s)	xxxx

Range of values: 0-9999 s; Default: 60
Time in seconds after which this lift leaves the group, i.e. releases the landing in which this car is positioned for other group lifts (e.g. due to a blocking caused by hinged doors which are open for a longer time).

Open all doors by la.call Y/N

Default: No.
Select whether all lifts located in a particular landing are to open their doors in case of a landing call.

O: Bus switchover x.yy.z

Default: not defined
One landing-bus for push-buttons may be used by two group lifts.
If one of the lifts falls out of operation, the bus and supply voltage of the adjoining lift are taken over by a relay which is activated via the designated output.

Top floor xxxx

Value range: 1 – 64; Default: Number of landings
Selection of the uppermost landing of this group lift.
All group lifts always have the same number of landings. It is composed of the total number of landings of the lift travelling the lowest and that of the lift travelling the highest. If lift 1 = -1,0,1,2,3 and lift 2 = 0,1,2,3,4 - the number of landings for both lifts is 6. The lowest one of lift 1 = 1, the highest one = 5. The lowest one of lift 2 = 2, the highest one = 6.

Bottom floor xxxx

Value range: 1 – 64; Default: 1
Corresponds to the description above, applied to the lowest landing.

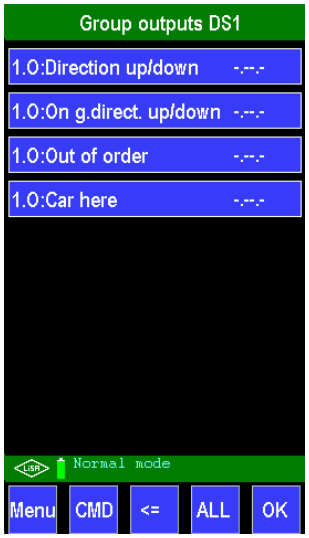
Display with Group JP Y/N

Default: No
When the parameter is set to „No“, the lift's bus-displays are activated normally.
With changing the parameter to “Yes” however, all displays with a set (soldered) bus-jumper (e.g. LOMP)- or respectively the LiSY-displays – are activated with group-settings.
Annotation:
Lift A's displays are connected to A's level wire. Lift B's displays are also connected to A's level wire. In order to display the lift group's landing information correctly, the group-jumper settings need to be applied to lift B's displays. Therefore, the parameter “Display with Group.Jp” is to be set “Yes” for lift B and “No” for lift A.

Output DS1 >

Special group settings for door side 1 can be entered here.
Info: this function is only available for L20-GC group boards.

[Direct access: CMD -> 7162-> OK]



1.O: Direction up/down x.yy.z

Default: not defined
Entry of the first output-address on the landing-bus modules for the travel direction on door side 1 for 'Up' and 'Down'.

1.O:On g.direct.up/down x.yy.z

Default: not defined
Entry of the first output-address on the landing-bus modules for the direction of travel continuation on door side 1 for 'Up' and 'Down'.

1.O: Out of order x.yy.z

Default: not defined
Entry of the first address on the landing-bus modules for the 'out of order'-information.

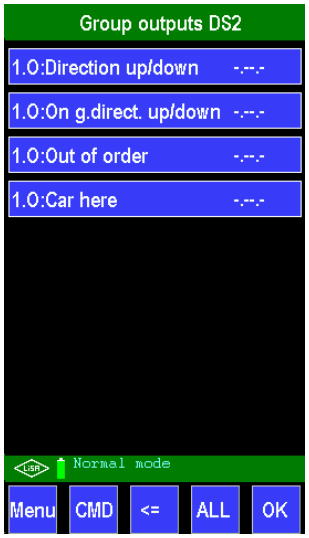
1.O: Car here x.yy.z

Default: not defined
Entry of the first address on the landing-bus modules for the information 'car here'.

Output DS2 >

Special group settings for door side 2 can be entered here.
Info: this function is only available for L20-GC group boards.

[Direct access: CMD -> 7163-> OK]



The parameter description is analogue to door side 1.

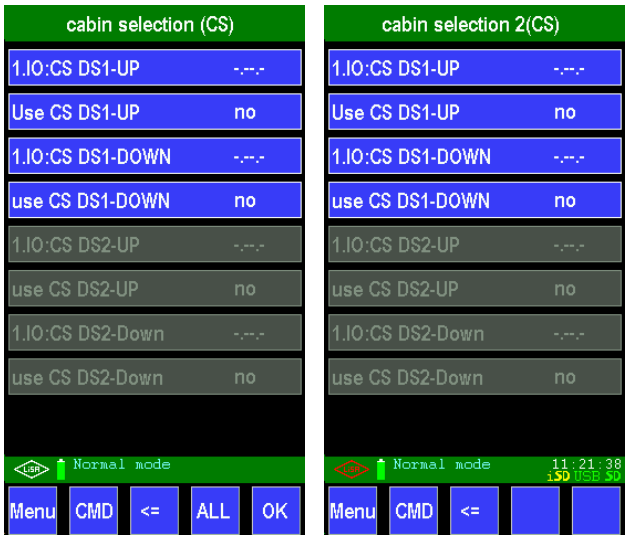
Car selection-landing 1 call >

Car selection-landing 2 call >

On these pages you can make special group settings for a car selection. In a case where not every lift within a lift group can go to every landing, this parameter serves to automatically select an appropriate lift for a landing call.

Comment: These functions are only available in conjunction with an L20-GC group board.

[Direct access: CMD -> 7166-> 7253 -> OK]



1.IO:CS DS1-UP **x.yy.z**

Default: not defined
Entry of the first address on the landing-bus modules for the car selection ‘Up’ on door side (DS) 1.

Use CS DS1-UP **Y/N**

Value range: Yes/No Default: No
Query whether the car selection ‘UP’ is installed on door side

1.IO:CS DS1-DOWN **x.yy.z**

Default: not defined
Entry of the first address on the landing-bus modules for the car selection ‘Down’ on door side (DS) 1.

Use CS DS1-DOWN **Y/N**

Value range: Yes/No Default: No
Query whether the car selection ‘Down’ is installed on door side 1.

1.IO:CS DS2-UP **x.yy.z**

Default: not defined
Entry of the first address on the landing-bus modules for the car selection ‘UP on door side (DS) 2.

Use CS DS2-UP **Y/N**

Value range: Yes/No Default: No
Query whether the car selection ‘UP’ is installed on door side 2.

1.IO:CS DS2-DOWN **x.yy.z**

Default: not defined
Entry of the first address on the landing-bus modules for the car selection ‘Down’ on door side (DS) 2.

Use CS DS2-DOWN **Y/N**

Value range: Yes/No Default: No
Query whether the car selection ‘Down’ is installed on door side 2.

O: Ack Packet not detct **x.yy.z**

Default: not defined
This parameter serves to set the output for reporting that the data transmission to the group board is defective. This output serves to initiate a reset at the group board. (Only used in special cases!)

T:Delay to enable (s) **xxxx**

Value range: 0-9999 s; Default: 0

Delay time in case of faulty data transmission which needs to elapse before the above descriped output is activated. If this output is not programmed the software will initiate a reset oft he group board. Entering value 0 disables the function.

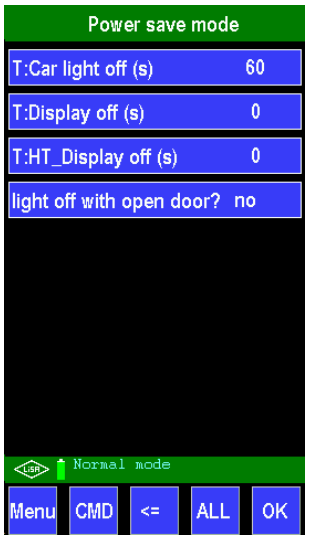
Power save mode NO

Query whether power save functions shall be enabled. With selecting 'Yes' the parameters for energy saving are rendered active.

Power save mode YES >

Press > to go to pages with energy-saving parameters (page 109).

[Direct access: CMD -> 7109-> OK]



T:Car light off (s) xxxx

Value range: 0-9999 s: Default: 60

Time span in seconds after which the car light is switched off. The initial point is the last completed door movement. Setting the value to 0 does **not** effect an automatic deactivation.

T: Display off (s) xxxx

Value range: 0-9999 s; Default: 0

Time span in seconds after which the displays on the bus are switched off. The initial point is the last completed door movement. Setting the value to 0 does **not** automatically shut-down the displays (deactivation).

T:HT_Display off (s) xxxx

Value range: 0-9999 s; Default: 0

In order to save electricity the hand-terminal display dims after the pre-set time interval (in seconds). Note that for this purpose a minimum V1.66 hand-terminal software is required.

Here, setting the value to 0 deactivates the shutting-down process (dimming) of the display.

Light off with open door? Y/N

Value range: Yes/No Default: No

„YES“ turns off the cabin light when parking with open doors. Interrupting the light grid turns the cabin light back on.

LiSA Bus setting >

Serves to make special settings for the LiSA bus.

[Direct access: CMD -> 7102 -> 7231 -> OK]

Arrival Gong Y/N

Value range: Yes/No; Default: Yes

"YES" serves to send the gong signal on the bus, if e.g. a landing has been approached.

Only for landing call Y/N

Value range: Yes/No; Default: No

When selecting „YES“, a gong signal in the landing will only be issued when the landing was approached due to a landing call.

Gong distance (mm) xxxx

Value range: 0-9999 mm; Default: 500

Determine at which distance from the next upcoming landing one wishes the gong tob e issued.

On going direction gong Y/N

Value range: Yes/No; Default: No

Determine whether a gong - which depends on the direction in which the travel continues – shall be issued.

Gong on door1 open **Y/N**

Value range: Yes/No; Default: No
Determine whether a gong shall be issued when opening door 1.

Gong on door2 open **Y/N**

Value range: Yes/No; Default: No
Determine whether a gong shall be issued when opening door 2.

Speech on bus **Y/N**

Value range: Yes/No; Default: Yes
"YES" serves to activate a voice output which is connected to the LiSA bus. The voice output thereupon plays texts for landing and status information.

Speech distance (mm) **xxxx**

Value range: 0-9999 mm; Default: 500
Determine at which distance before reaching the selected landing one wishes the voice output to start.

Speech on direction **Y/N**

Value range: Yes/No; Default: No
Upon beginning of travel, "YES" initiates a controller-dependent activation of the voice output which is connected to the LiSA bus. When travelling upwards text no. 76 will be issued, while text no. 77 is shown when travelling downwards.

Ongoing on display **Y/N**

Value range: Yes/No; Default: Yes
Query whether one wishes the direction in which the travel continues to be depicted on the BUS-displays.

Cabin call change Dir. **Y/N**

Value range: Yes/No; Default: No
Selecting “Yes” causes the direction of continued travel after a landing call as last detected call to not be depicted as in the last run, but in the opposite direction.

Send target to lisa bus **Y/N**

Range of values: Yes/No standard value: No
“Yes” means that, after a call, the target landing is additionally transmitted to the displays via the BUS and indicated by them.
A prerequisite is, however, a suitable BUS display such as COP32 with TFT.

Quick start **NO**

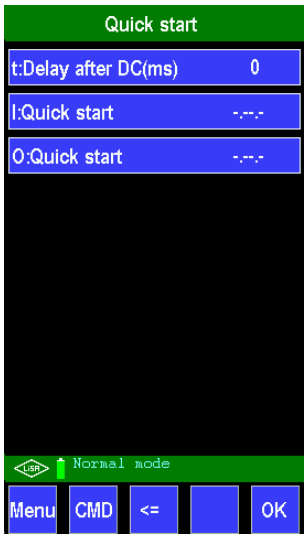
Value range: Yes/No; Default: No
Query whether the quick-start function shall be activated. Selecting „Yes“ renders the quick start parameters active. Pre-requisite for this function is an inverter which is fit to support this function.

In consequence of this function, the main contactors as well as the inverter (with direction and „zero speed“) are being controlled. This way the motor is already magnetized, while the car is not yet in motion.

Quick start YES >

By selecting >, switch to the pages containing the quick-start parameters (Page 35).

[Direct access: CMD -> 7035 -> OK]



t:Delay after DC (ms) xxxx

Value range: 0-9999 ms; Default: 0

Delay time of quick-start when its actuation is conducted by the door-closing signal of the controller. By setting the value 0 here, quick-start may only be activated by the input „Quick start“ which is described below.

I:Quick start x.yy.z

Default: not defined

Input which initiates the quick-start. In general, this is accomplished by a magnetic switch, which is switched during the last third of the doors closing procedure.

O:Quick start x.yy.z

Default: not defined

This output informes the inverter about the „zero speed“. Disabling this output feeds the necessary speed for the travel to the inverter. Depending on the inverter type used, it is possible that the desired speed is already attained by the zero speed, which is then only switched off.

Cabin call limit number xx

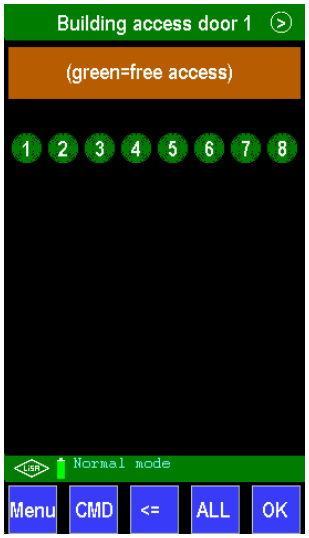
Range of values: 0-20; standard value: 0

By entering a number, this parameter allows to limit the amount of calls which can be made at a stop without further interruption of the light barrier. Misuse can be reduced in this way. Entering 0 means no limitation.

Building access >

Default: All landings on door side 1 and 2 are released.
Determination of the access-related shaft situation on door sides 1 and 2.
A maximum of 64 accesses are possible per door side.

[Direct access: CMD -> 7001-> OK]



- The "ALL" button serves to select all landings or no landings if you press the button again.
- Change the access individually by pressing the landing number.
- Do not forget to save any changes using "OK"!

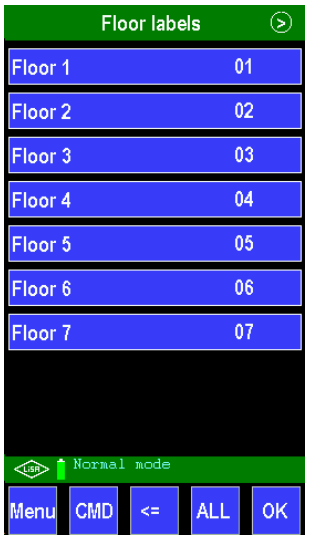
Main landing xxxx

Value range: 1-64; Default: 2
Defines the main landing and thus influences the parking behaviour and the call processing.
If the parking mode (see parameter "Parking mode") is selected, the main landing is preferentially occupied.
In the case of single-button systems with direction-dependent call cancellation (see parameter "Direction-dependent call cancellation") the main landing serves to determine the collective direction. All landing calls from landings below or in the main landing are effected in upwards direction. Correspondingly, the landing calls above the main landing are effected in downwards direction.
In the case of two-button groups with different numbers of landings in the lower section, setting the main landing has the effect that all the landing calls below or in the main landing are assigned to the car operating the lower section.

Floor labels >

Determines the floor labels for the LiSA-bus displays.

[Direct access: CMD -> 7018-> OK]



When entering the landing names, both numbers as well as alphabetic characters are applicable. On the entry mask one can see alphabetic and special characters under the numbers. By keeping the button pressed (approx. 2 seconds), the displayed characters switch. Note that there are only 2 numeric/alphabetic characters per landing.

Floor 1 -1

Default: -1
Entry of the landing name for landing 1.
After all alterations have been conducted, the new floor marking is transferred to displays via the LiSA-bus and saved (command 601-OK or via Menu Tools).

Floor 2 0

Default: 0
Entry of the two-digit landing name for landing 2.

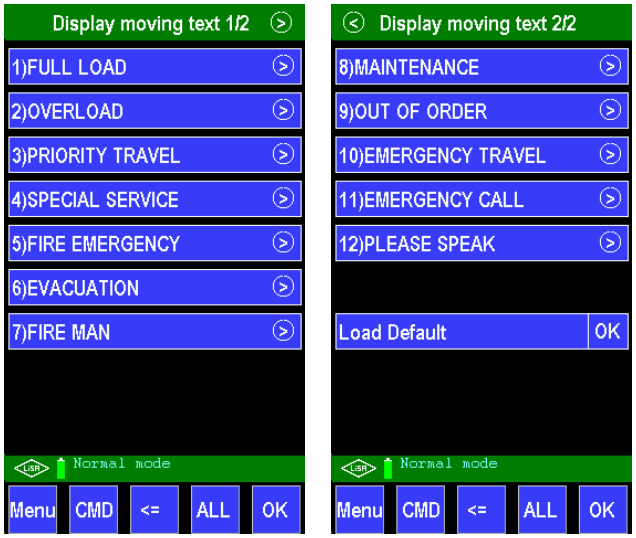
Floor 3 1

Default: 1
Entry of the two-digit landing name for landing 3
etc.

Display moving text >

Determines the moving texts for displays on the LiSA- bus system.

[Direct access: CMD -> 7006 -> 7007 -> OK]



The status descriptions may be altered individually. A selected text can be changed using the keyboard entry and saved with the Enter symbol at the bottom right. The symbol ‘X’ cancels the input dialogue and the smaller, inverse ‘x’ symbol serves as delete key for alphabetic characters.

FULL LOAD >

Default: FULL LOAD
Select the text to change it by using the touchscreen.

OVERLOAD >

Default: OVERLOAD
Select the text to change it by using the touchscreen.

PRIORITY TRAVEL >

Default: PRIORITY TRAVEL
Select the text to change it by using the touchscreen.

SPECIAL SERVICE >

Default: SPECIAL SERVICE
Select the text to change it by using the touchscreen.

FIRE EMERGENCY >

Default: SPECIAL SERVICE
Select the text to change it by using the touchscreen.

EVACUATION >

Default: Evacuation
Select the text to change it by using the touchscreen.

FIRE MAN >

Default: FIRE MAN
Select the text to change it by using the touchscreen.

MAINTENANCE	>

Default: MAINTENANCE
Select the text to change it by using the touchscreen.

OUT OF ORDER	>

Default: OUT OF ORDER
Select the text to change it by using the touchscreen.

EMERGENCY TRAVEL

Default: EMERGENCY TRAVEL
Select the text to change it by using the touchscreen.

EMRGENCY CALL	>

Default: EMERGENCY CALL
Select the text to change it by using the touchscreen.

PLEASE SPEAK	>

Default: PLEASE SPEAK
Select the text to change it by using the touchscreen.

Load default	OK

Here all previously entered texts can be reset to their corresponding default versions (reload default texts). Any text modified before will be deleted.
Please note: Default texts always reload according to the set menu language.

T:Ongoing off (s)	xxxx

Range of values: 0-1200 sec Standard value: 1200
Definition of a time after which the travel continuation arrows are switched off in the landing approached last. Entering 0 means that the arrows will not be switched off.

EN 81-20	NO

Value range: Yes/No Default: NO
Query whether the bypass-functions shall be actiated. By selecting „Yes“, the parameters for this function are rendered active.

EN 81-20	Ja	>

By selecting >, switch to the pages containing the bypass parameters .

[Direct access: CMD -> 7055 -> OK]

In case of an error, the door contacts can be bridged with the bypass switching. When doing so, only inspection run and rescue-mode are possible.
Furthermore, it is mandatory to have an alarm horn and a blinking light mounted and activated underneath the car when travelling with an active bypass.

I:Door bypass on **x.yy.z**

Default: not defined
Setting an input which serves to activate the bypass switching.
Note: In order to be able to activate the bypass, the cabin doors must be closed (active door close limit switch) and either inspection or rescue-mode need to be switched on.

I:Door bypass off **x.yy.z**

Default: not defined
Setting an input which serves to monitor the bypass-switch and the inputs themselves. More precisely, this means that only bypass on or off are allowed to apply.

O:door is bypassed **x.yy.z**

Default: not defined
Setting an output which serves to activate the alarm unit for travels with active bypass.

I:Landing doors closed **x.yy.z**

Standard value: not assigned
Determine an input to monitor the landing doors via an additional switch.
If this input is programmed, it must be applied in the same way as SK2,
otherwise the error 171 (SK2 error) will be put out.

Doors monitor **Y/N**

Value range: Yes/No; Default: Yes
Query whether the interlocking contacts need to be checked for opening in the case of both open cabin doors as well as open shaft doors.
This check can also be called using the lift attendant parameters (p. 028).

t:delay to test SK3,4(ms) xxxx

Value rang: 0 – 9999ms Default: 1500ms
Waiting time until contacts switch and the test is conducted.
When this value is set to 0, the testing of the door contact is activated by means of the door-open limit switch.

I: SK3_1 new tab x.yy.z

Default: not defined
Determine an input which serves to distinguish the door side when checking the cabin door-interlocking contact in combination with selective door control.

I: SK4_1 new tab x.yy.z

Default: not defined
Determine an input which serves to distinguish the door side when checking the shaft door-interlocking contact in combination with selective door control.

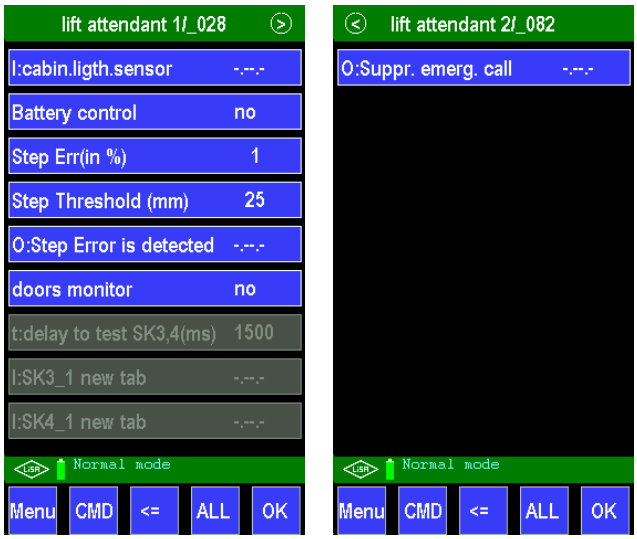
Lift attendant No

Value rang: Yes/No; Default: No
Query whether one wishes the lift attendant function to be activated. By selecting „Yes“, the corresponding parameters are made visible.

Lift attendant Yes >

By selecting >, switch to the pages containing the lift attendant parameters .
The followin parameters are available for the control center via remote data transmission.

[Direct access: CMD -> 7028 bzw. 7082 -> OK]



I:cabin light sensor x.yy.z

Default: not defined
Setting an input for the monitoring of the cabin light via an external sensor. (p. 130)

Battery control **Y/N**

Value range: Yes/No; Default: No
Query whether the battery is to be monitored. (S. 021)

Step Err (in%) **xxx**

Value range: 0-100 % Default: 1
Determine at which percentage share of travels with registered step errors one whishes an error message to be issued to the control center.

Step Threshold (mm) **xx**

Value range: 1-49 mm; Default: 25
Setting a threshold at which a step error is detected.

O:Step error is detected **x.yyz.**

Default: not defined
Determine an output for reporting the error message of a step error.

Doors monitor **Y/N**

Value range: Yes/No; Default: Yes
Query whether the interlocking contacts need to be checked for opening in the case of both open cabin doors as well as open shaft doors.
This check can also be called using the lift attendant parameters (p. 028).

t:delay to test SK3,4(ms) **xxxx**

Value rang: 0 – 9999ms Default: 1500ms
Waiting time until contacts switch and the test is conducted.
When this value is set to 0, the testing of the door contact is activated by means of the door-open limit switch.

I: SK3_1 new tab **x.yy.z**

Default: not defined
Determine an input which serves to distinguish the door side when checking the cabin door-interlocking contact in combination with selective door control.

I: SK4_1 new tab **x.yy.z**

Default: not defined
Determine an input which serves to distinguish the door side when checking the shaft door-interlocking contact in combination with selective door control.

O:Suppr. Emerg. call **x.yy.z**

Default: not defined
Determine an output for suppressing an emergency call (prevention of misuse) while traveling. (p. 146)

TK Niederla.insp.contro.Y/N

Value range: Yes/No Default: No

A specific function for Dutch GEN2-systems for switching the inspection mode on and off. When the function is activated, a special procedure is required.

Switch on inspection mode:

1. Open the shaft door
2. Press emergency stop button
3. Switch on car top control unit
4. Reset emergency stop - > inspection mode is activated

From inspection back to normal operation:

1. Press emergency stop button
2. Switch off car top control unit
3. Reset emergency stop - > normal operation

t:Approach time (ms) xxxx

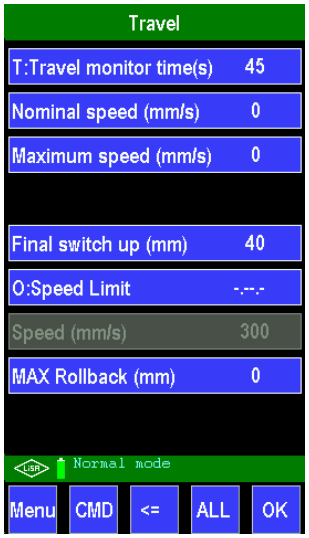
Valu range: 0 – 4000ms Default: 500ms

Deceleration time (milliseconds) after which the lift is to start travelling (e.g. due to bar-debouncing time).

Travel >

Setting of travel values. (Change to page 29)

[Direct access: CMD -> 7029-> OK]



T:Travel monitor time xxx

Value range: 0-180 s; Default: 45 s (EN81 requirement)

The travel monitoring time defines the time interval between the beginning of the car movement and standstill. If the set time frame elapses before the target landing has been approached, a corresponding ‘travel monitoring time’ error message will be issued.

Nominal speed xxxx

Value range: 0-9999 mm/s; Default: 1600
Definition of rated speed in mm/s.
This speed is the lift's normal fast travelling speed.

Maximum speed xxxx

Value range: 0-9999 mm/s; Default: 0
This parameter describes the car's maximum permissibl speed and is computed based on the nominal speed plus additional 10 %.
If this value is exceeded, the lift stops and the message 'maximum speed exceeded' is displayed. Entering value 0 deactivates the speed monitoring.

Final switch up (mm) xxxx

Default: 100; (Maximum: 999 mm)
Distance between highest landing and upper final limit switch in mm. If, after having covered the above indicated distance, the final limit switch cannot be reached while e.g. "moving into final limit switch", the following error message is indicated: "final switch not reached".
Note: At any rate, the set value needs to be somewhat larger than the distance between the highest landing and final limit switch since otherwise, the entire installation stops before reaching the mounted switch.

O:Speed limit x.yy.z

Default: not defined
If this output is defined, it is activated when the lift reaches the "speed (mm/s)" indicated in the following parameter. As soon as the defined speed returns to a lower level, the output deactivates.

Speed (mm/s) xxxx

Value range: 0-9999; Default: 300
For a defined speed limitation output, this parameter is activated. The value entered here determines a speed in mm/s which – when exceeded – marks when the previously defined output is to be activated.

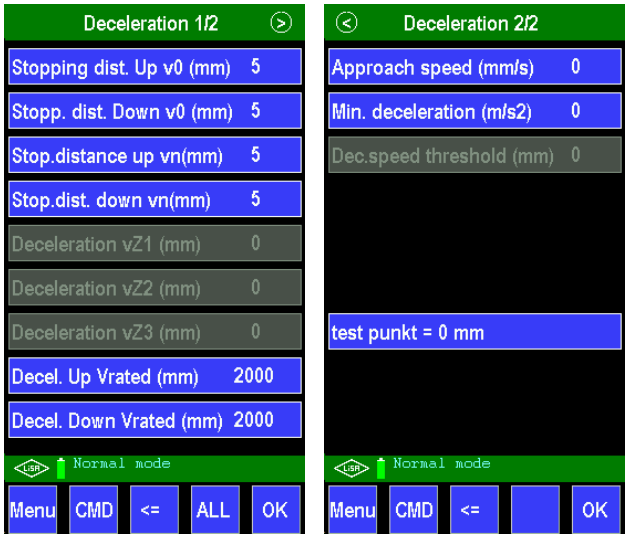
MAX Rollback (mm) xxxx

Default: 0 (Maximum: 100 mm)
This determines the distance during the beginning of travel which the cabin is covering into the wrong direction. This may be caused eg. by inverter parameters which are not adjusted optimally. Entering value 0 deactivates this revision.

Deceleration >

Setting of deceleration values (change to page 30).

[Direct access: CMD -> 7030 or 7036 -> OK]



Stopping dist. Up v0 (mm) xxxx

Value range: 0-9999 mm; Default: 5
Distance provided to the drive for stopping in upward direction. If the drive (inverter) requires e.g. 3 cm from creeping velocity to standstill, the stopping distance must be set to 30.

Stop. dist. Down. v0 (mm) xxxx

Value range: 0-9999 mm; Default: 5
Distance provided to the drive for stopping in downward direction. If the drive (inverter) requires e.g. 3 cm from creeping velocity to standstill, the stopping distance must be set to 30.

Stop. Distance up vn (mm) xxxx

Value range: 0-9999 mm; Default: 5
Stopping distance in upward direction in millimeters for the relevelling run. (p. 064)

Stop. Dist. down vn (mm) xxxx

Value range: 0-9999 mm; Default: 5
Stopping distance in downward direction in millimeters for the relevelling run. (p. 064)

Deceleration vZ1 (mm) xxxx

Value range: 0-9999 mm; Default: 500
Deceleration distance (in millimetres) for the first intermediate speed 1 (vZ1).
Necessary precondition is the utilization of intermediate speed 1 on page 034 (speeds)

Deceleration vZ2 (mm) xxxx

Value range: 0-9999 mm; Default: 1200
Deceleration distance (in millimetres) for the second intermediate speed 2 (vZ2).
Necessary precondition is the utilization of intermediate speed 2 on page 034 (speeds).

Deceleration vZ3 (mm) xxxx

Value range: 0-9999 mm; Default: 0
Deceleration distance (in millimetres) for the third intermediate speed 3 (vZ3).
Necessary precondition is the utilization of intermediate speed 3 on page 034 (speeds).

Decel. Up Vrated (mm) xxxx

Value range: 0-9999 mm; Default: 2000
Switchover point to change to creeping velocity in upwards travel. Distance to destination (millimetres) at which the creeping velocity is to be reached in upward direction.

Decel. Down Vrated (mm) xxxx

Value range: 0-9999 mm; Default: 2000
Switchover point to change to creeping velocity in downwards travel. Distance to destination (millimetres) at which the creeping velocity is to be reached in downward direction.

Approach speed (mm/s) xxxx

Value range: 0-9999 mm/s; Default: 100
Definition of the cabin's approach speed into the zone in mm/s. When contemplating the drive curve it can be seen that after travelling with normal speed and after the deceleration interval, the approach speed is used until standstill. The indication of this speed value primarily serves to check upon the drive curve

Min.deceleration(mm/s2) xxxx

Value range: 0-9999 cm/s^2; Default: 0
Definition of the minimum deceleration after travelling with rated speed. If the set deceleration value is too small, the lift car cannot stop in time and thus an error message is issued.

Dec. Speed threshold (mm) xxx

Not yet implemented!

Test punkt = x mm

Internal use!

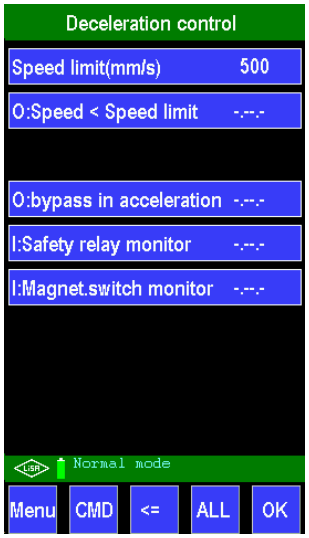
Deceleration cont. No

Query whether a decelaration control is to be programmed. By selecting "Yes", the parameters for the deceleration control are rendered visible.

Deceleration cont. Yes >

By selecting >, switch to the pages containing the deceleration-control parameters .

[Direct access: CMD -> 7207 -> OK]



The deceleration-control monitoring circuit monitors the approaching speed when approaching the last landings. For this purpose, there is a deceleration-control point installed at both the upper and lower area of the shaft. There, the approaching speed is required to be less than a predetermined value.
If this deceleration cannot be performed, an emergency stop will be effected due to this error. A common field of use are e.g . installations whose normal speed lies higher than permissible by the impact buffers.

Speed limit (mm/s) **xxxx**

Value range: 0-9999 mm/s; Default: not definded
Setting of the maximum permissible speed at the deceleration control point.

O:Speed < Speed limit **x.yy.z**

Default: not defined
This is the output of the monitoring circuit, which is active as long as the speed limit is not being exceeded.

O:bypass in acceleration **x.yy.z**

Default: not defined
This is the output of the monitoring circuit. It enables the deactivation of the monitoring process when the installation is accelerating from the final landing.

I:Safety relay monitor **x.yy.z**

Default: not defined
Set an input for the monitoring of the decelera

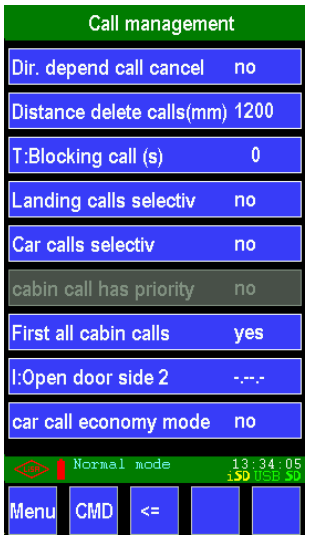
I:Magnet. switch monitor **.yy.z**

Default: not defined
Set an input for the dropout monitoring of the deceleration control switch and the associated contactors.

Call management >

Specification of call processing. (Change to page 31).

[Direct access: CMD -> 7031-> OK]



Dir. depend call cancel Y/N

Value range: Yes/No; Default: Yes

Selection whether landing calls are to be deleted direction-dependently.

Distance delete calls (mm) xxxx

Not yet implemented!

Value range: 0-9999 mm; Default: 1200

Distance to target destination (in millimetres) at which calls are deleted.

T:Blocking call (s) xxxx

Not yet implemented!

Default: 0s

This indicates the time span for the call acceptance blocking (in seconds) in the event of two buttons being pressed simultaneously.

Landing calls selectiv Y/N

Value range: Yes/No; Default: No

Selection whether landing calls are to be selectively processed.

Car calls selectiv Y/N

Value range: Yes/No; Default: No

Selection whether car calls are to be selectively processed.

cabin call has priority Y/N

Value range: Yes/No Default: No

Customized special function.

First all cabin calls Y/N

Range of values: Yes/No Standard value: No

If this parameter is activated, landing calls will be saved but only processed if no car call is left.

I:Open door side 2 x.yy.z

Standard value: not assigned

Special parameter for systems with 2 door sides without selectivity. In this case, activating this input serves to determine that only door side 2 is opened.

Car call economy mode Y/N

Range of values: Yes/No Standard value: No

If this parameter is set to Yes, calls to the landing after the next or further away will be accepted only. This serves to avoid that the lift is used to travel only to the next landing.

Mute SM Y/N

Query whether the safety relays are to be muted when passing through landings. This method of muting is primarily intended for controllers with hardware-version 3.1, since in the event of a deactivation of the SM (SM=signal transmitter, center), K7 is still being used.

Mute safety relays Y/N

Query whether the safety relays are to be muted when passing through landings. This method is intended for use with controller versions from V3.1 on which are equipped with the K40 relay. Here, the safety relays are being muted completely by taking away the 24V.

Headroom >

Selection of the parameters regarding the shaft Headroom settings (change to page 227).

[Direct access: CMD -> 7227 -> OK]

Headroom height (mm) xxxx

Value rang: 0-2000 mm; Default: 0

For AWG (absolute encoder) selection. Set the distance between the standing platform on the cabin and the ceiling of the shaft when the cabin is standing in levelled position in the uppermost landig.
For operation in inspection travel, this parameter serves to define at which distance from the uppermost landing the lift's speed is to be limited to inspection speed V0 (0,3 m/sec.).
According to EN81-20 it is not permitted to exceed a speed of 0,3 m/sec. once the lift is at a distance of 2m from reaching the ceiling of the shaft. Setting the value to 0 has the effect that during inspection travel, the lift's speed will be switched to the slow inspection speed V0 2m before reaching the uppermost landing.

I:Headroom height **x.yy.z**

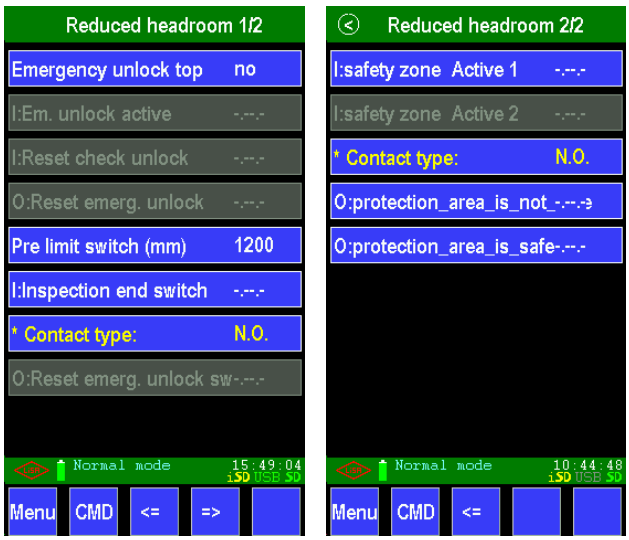
Default: not defined
For impulse method. Definition of an input for switching the speed in inspection travel to the inspection speed V0 (0,3 m/sec.).
The switch needs to be positioned in such way that it is active in an area with distance of <2m between the standing platform on the cabin and the ceiling of the shaft.

Reduced headroom **No**

Query whether the function for reduced headroom is to be activated. By choosing "Yes", the parameters for reduced headroom are released.

Reduced headroom **Yes** **>**

Press > to go to pages with parameters for reduced headroom (page 66).
[Direct access: CMD -> 7066 or 7230 -> OK]



Emergency unlock top **Y/N**

Value range: Yes/No; Default: No
Selection whether a controlled top emergency release is to be carried out (via LSNR-board).

I:Em. unlock active **x.yy.z**

Default: not defined
Entry of the address at which the emergency release monitoring is enabled.
A Low-level serves to indicate that the unlock board is in operating state.

I:Reset check unlock **x.yy.z**

Default: not defined
Entry of the input address (K3K) to reset the emergency release monitoring.

O:Reset emerg. unlock **x.yy.z**

Default: not defined
Entry of the output address (KNR) to reset the emergency release monitoring.

Pre limit switch (mm) **xxxx**

Value range: 0-9999 mm; Default: 1200
This parameter sets a software-definable inspection pre limit switch before the highest landing. When this height (i.e. the distance described by “highest landing – set value”) is reached during inspection travel, the car stops. Thenceforth, the lift can only travel downwards.

I:Inspection end switch **x.yy.z**

Default: not defined
Input for monitoring an installed inspection end-switch in the case of a reduced headroom.
The inspection end-switch serves to ensure the safety of people on top of the car. If force-activated (nc-contact in safety circuit opens), the end switch effects an interruption of the upward travel in inspection so as to ensure the proper protective space. In order to detect an error (e.g. mech. displacement) the inspection end-switch is required to be monitored during normal travel. For this purpose, its activation is tested when approaching the highest landing during normal travel. Via a no-contact, -H is fed into the programmed input on the control unit and a change is monitored while approaching the highest landing.

Behaviour in case of a detected error:
If no –H is available when approaching the highest landing, the control unit switches into out of operation mode promptly. As a result the TFT displays the following error message: “Error inspection end switch”.
Traction lift stops in the highest landing.
Hydraulic lift travels to the lowest landing. Levelling remains active.
Traction and hydraulics: Doors open to enable the passengers to exit. Suitable displays indicate the present “out of order” more.

Reset: Since the inspection end switch is of crucial importance for a technician’s safety on site, no travel with inspection can be conducted unless the correct functioning of the same switch is reassured. Resetting the present error by using “reset” or “800” is not possible.

The car may be put in motion by relevelling (for hydraulic lifts by software-controlled relevelling). Once the present error is remedied, the car is to be moved into the highest landing (e.g. by relevelling) where the inspection end switch's correct functioning is reassured by an available –H.
Afterwards the lift returns to normal operation and inspection travel is likewise available.

***Contact type [NO/NC]**

Range of values: NO/NC
Selection whether the signalling contact of the inspection limit switch is a normally open contact (N/O) or normally closed contact (N/C).

O:Reset emerg.unlock sw x.yy.z

Default: not defined
Output to reset the emergency release board (corresponds to enabling the key switch).
This output serves to activate a relay which short-circuits the terminals SR1 and SR2 (mounted on the emergency unlock board). This solution is applied when the emergency unlock board's key switch is either positioned out of reach or not installed. A special software code (see table of commands in part B of the User Manual) initiates the relevelling process.

I:safety zone Active 1 x.yy.z

Default: not defined
Definition of an input adress which serves to monitor the safety provisions for safety in case of a reduced headroom, e.g. hinged apron.
This supervision is activated when the emergency release is triggered.

I:safety zone Active 2 x.yy.z

Default: not defined
Entry of the address of a second input for monitoring the safety provision in case of a low shaft top. If this input is programmed, both inputs must apply for the protection room to be recognized as safe.

***Contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether these contacts are meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

O:protect_area_is_not x.yy.z

Default: not defined
Definition of an output adress for reporting that after the emergency release has activated, the provisions for safty in case of a reduced headroom are not yet active!
This output serves to indicate an „unsafe state", e.g. via a shaftroom traffic light.

O:protect_area_is safe **x.yy.z**

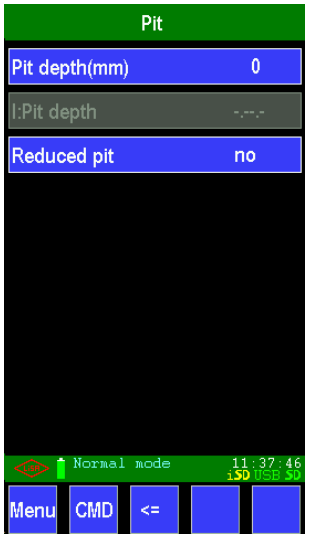
Default: not defined

Definition of an output adress for reporting that after the emergency release has activated, the provisions for safty in case of a reduced headroom are active! This output serves to indicate a „safe state“, e.g. via a shaftroom traffic light.

Pit **>**

Selection of the parameters regarding the shaft pit settings (change to page 228).

[Direct access: CMD -> 7228 -> OK]



Pit depth **(mm)** **xxxx**

Value range: 0-2000 mm; Default: 0

For AWG (absolut encoder) selection. Set the distance between the base of the pit and the lowest landing. For operation in inspection travel, this parameter serves to define at which distance from the lowest landing the lift's speed is to be limited to inspection speed V0 (0,3 m/sec.). According to EN81-20 it is not permitted to exceed a speed of 0,3 m/sec. Once the lift is at a distance of 2m before reaching the base of the pit. Setting the value to 0 has the effect that during inspection travel, the lift will slow down to the slow inspection speed V0 2m before reaching the lowest landing.

I:Pit depth **x.yy.z**

Default: not defined

For impulse method. Definition of an input for switching the speed in inspection travel to the inspection speed V0 (0,3 m/sec.).

The switch needs to be positioned in such way that it is active in an area with distance of <2m between the base of the pit and the cabin.

Reduced pit **NO**

Query whether the reduced shaft-pit function is to be enabled. By choosing “Yes” the parameters for reduced shaft pit are released.

Reduced pit YES >

Press > to go to pages with parameters for reduced shaft pit (page 076).

[Direct access: CMD ->7076 or 7229 -> OK]

Emerg. unlock bottom Y/N

Value range: Yes/No; Default: No

Selection whether a controlled bottom emergency release (via LSNR-board) is available.

I:Emerge. unlock active x.yy.z

Default: not defined

Entry of input address which enables the emergency release monitoring.

A Low-level indicates that the emergency unlock board is in operating state.

I: Reset check unlock x.yy.z

Default: not defined

Entry of input address (K3K) which resets the emergency release monitoring.

O:Reset emerge. unlock x.yy.z

Default: not defined

Entry of output address (KNR) which resets the emergency release monitoring.

Protective room (mm) xxxx

Value range: 0-9999 mm; Default: 0

This parameter determines a software-defined protective room located before the lowest landing. When this height (i.e. distance “lowest landing + set value”) is reached during inspection travel, the car stops. Thenceforth, the lift can only travel upwards.

O:Reset emerg.unlock sw x.yy.z

Default: not defined
Output to reset the emergency release board (corresponds to enabling the key switch).
This output serves to activate a relay which short-circuits the terminals SR1 and SR2 (mounted on the emergency unlock board). This solution is applied when the emergency unlock board's key switch is either positioned out of reach or not installed. A special software code (see table of commands in part A of the User Manual) initiates the relevelling process.

I:safety zone Active x.yy.z

Default: not defined
Definition of an input adress which serves to monitor the safety provisions for safety in case of a reduced shaft pit, e.g. hinged apron.
This supervision is activated when the emergency release is triggered.

***Contact type: [N.O/N.C]**

Range of values: N.O./N.C.
Select whether the signal contact of the safety device is a normally open contact (NO) or normally closed contact (NC).

O:protect_area_is_not x.yy.z

Default: not defined
Definition of an output adress for reporting that after the emergency release has activated, the provisions for securing the shaft pit are not yet active! This output serves to indicate an „unsafe state", e.g. via a shaftroom traffic light.

O:protect_area_is_safe x.yy.z

Default: not defined
Definition of an output adress for reporting that the provisions for securing the shaft pit are active! This output serves to indicate a „safe state", e.g. via a shaftroom traffic light.

Early open doors No

Query whether "pre-opening doors" should be enabled. Selecting "Yes" renders the parameters for early opening doors visible.

Early open doors Yes >

Press > to go to pages with parameters for pre-opening doors (page 63).
[Direct access: CMD -> 7063-> OK]

Requirements for approaching/travelling with open/opening doors:

- Existence of a safety circuit (safety relays K5, K6, K7) on the relay-board. From version 3.1 on a further K40 is required to be on the relay-board.

- use of a selection system with 2 zone signals (SGM and SGZ, with SGZ being allowed to consist of SGU and SGO)
- override of door switches in the zone

Dist. early op. d. (mm) xxxx

Value range: 0-9999 mm; Default: 50
Distance to the landing at which the opening of the doors is being initiated.

vMax early op.d. (mm/s) xxxx

Range of values: 0-9999 mm/s Default: 300
Maximum speed at which the doors are caused to open.

Relevelling No

Query whether the "relevelling" function should be enabled. By choosing “Yes”, the parameters for relevelling are rendered visible.

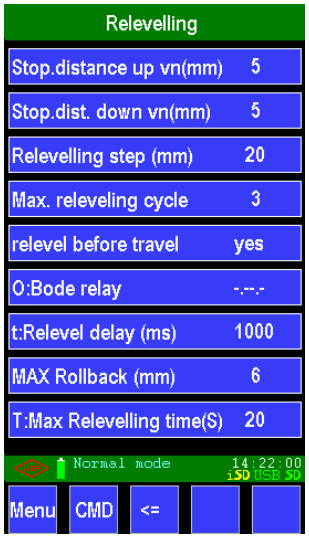
Relevelling Yes >

Press > to go to pages with relevelling parameters (page 64).

[Direct access: CMD -> 7064-> OK]

Requirements for relevelling with open doors:

- Existence of a safety circuit (safety relays K5, K6, K7) on the relay-board. From version 3.1 on a further K40 is required to be on the relay-board.
- use of a selection system with 2 zone signals (SGM and SGZ, with SGZ being allowed to consist of SGU and SGO)
- override of door switches in the zone



Stop. distance up vn (mm) **xxxx**

Value range: 0-9999 mm; Default: 5.
Stopping distance(millimetres) in upward direction for relevelling.

Stop. dist. down vn (mm) **xxxx**

Value range: 0-9999 mm; Default: 5
Stopping distance(millimetres) in downward direction for relevelling. (p. 030)

Relevelling step (mm) **xxxx**

Value range: 0-9999 mm; Default: 20
Maximum step in millimeters at which the levelling process is initiated.

Max. relevelling cycle **xxxx**

Value range: 0-9999; Default: 3.
Maximum number of levelling attempts. After reaching the maximum number, levelling is ceased in order to avoid permanent oscillation.

relevel before travel **Y/N**

Value range: Yes/No; Default: Yes
Query whether levelling is to be performed before travel. When selecting “No”, that means, if car calls are already active, levelling is no longer carried out in order to accelerate processing, to spare the mechanics and to save energy.

O:Bode relay **x.yy.z**

Default: not defined
Determination of an output to control the Bode descent protection for levelling.

t:Relevel delay (ms) **xxxx**

Value range: 0-9999 mm; Default: 1000
Time in ms which elapses between stopping and the initiation of the levelling process (e.g. 2000 ms are set for Oildinamic NGV).

MAX Rollback (mm) xx

Value range: 0-30 mm Default:0
This indicates the way in which the cabin moves briefly in the wrong direction during the readjustment. The reason for that can be e.g. not optimally adapted inverter parameters. A value 0 deactivates the verification.

T:Max Relevelling time (S) 20

Range of values: 1sec - <travel monitoring time; standard value: 20 sec
This parameter allows for an individual setting of the maximum permissible relevelling time. This may be required, for instance, for very slow hydraulic lifts or in conjunction with buffers. The maximum time to be set is limited by the travel monitoring time.

Universal control Y/N

- Value range: Yes/No; Default: No
- Universal control means:
- A landing call (only one) is only accepted (if)
- the hinged door(s) is/are closed,
- there is no car call.
- 3 seconds after the idle time has elapsed - prior to this, car calls have priority.

read cabin call ~ SK2 J/N

Range of values: Yes/No Standard value: No.
This parameter belongs to the push-button control. Switching to “Yes” enables the acceptance of a car call when the door is open (SK2 open).

UCM control NO

Query whether the UCM control should be enabled. By choosing “Yes”, the parameters for UCM control are released.

UCM control Yes >

Press > to go to pages with parameters for UCM control (page 65).

[Direct access: CMD -> 7065-> OK]

UCM control, a requirement of EN81-A3, checks for any unintended car movement. Depending on the lift type and selected device to stop and hold the car, some settings need to be defined.

v UCM check (mm/s) xxxx

Value range: 0-9999 mm; Default: 300
Definition of the UCM control speed. When the UCM control speed is exceeded, the lift STOPPES immediately and the system goes out of operation while reporting the "v UCM exceeded" error message.

O:UCM test mode x.yy.z

Default: not defined
Selection of an output to activate components during UCM tests. For example, an inverter may be forced to increase acceleration via a defined input or a relay forced to interrupt the safety circuit.

I:Reset UCM x.yy.z

Standard value: not assigned
Determine an input by which an UCM error can be reset via external wiring. This reset exactly corresponds to the UCM reset triggered by entering [700 -> OK] on the handheld terminal.

Absolute encoder NO

Query whether the ABE (absolute encoder) is to be activated as means of selection method. By choosing “Yes”, the parameters for UCM control are released while other selection methods are set to “No”.

Absolute encoder YES >

Press > to go to pages with parameters for ABE selection.

[Direct access: CMD -> 7069-> OK]

Selection of the tape reader manufacturer:

ELGO-LIMAX RS485 Y/N

Value range: Yes/No; Default: Yes
When using a reader by Co. ELGO (model LIMAX2 or LIMAX2M), this parameter is to be configured to “Yes”. The selection of the remaining reader types is set to “No” automatically.

CANopen 417 Y/N

Range of values: Yes/No; standard value: no
CANopen 417 is a standard protocol for lifts. If an absolute encoder is to be operated using this protocol, the parameter must be set to “Yes”. Accessing this parameter is only possible if “CANopen” on p. 091 and “Encoder” on page 238 have both been set to “Yes”.
For the operation with an absolute encoder capable of CANopen 417, further basic settings are required. The following parameters can be found on p. 249. Calling this page is subject to further conditions, see note.

[Direct access: CMD -> 7249 -> OK] Observe note!

Note: The settings of the absolute encoder for CANopen 417 are basic settings which must usually only be made during initial commissioning. For this reason, this sub-menu cannot be called during normal operation. Please proceed as follows in order to call this page: (Condition: “CANopen” on p. 091 and “Encoder” on page 238 have both been set to “Yes”, see above.)
- Activate installation travel software: Menu -> Setup -> Installation travel = Yes
- Activate recall software, shortcut command: CMD -> 8 -> ok
- Call absolute encoder menu page: CMD -> 7069 -> ok, CANopen 417 to “Yes”, now the sub-menu is enabled, recognisable by the arrow behind the yes. Calling the sub-menu is now possible by clicking on the arrow or by entering CMD -> 7249 -> ok.

Note: From software V2.070Y, the object IDs of the CANopen elements are additionally displayed in the parameters. (e.g. o6380,1)

Clockwise (CW) Y/N

Range of values: Yes/No; standard value: Yes
By changing from yes to no, the direction of rotation of the CANopen absolute encoder may be changed from CW to CCW, if necessary.

Pulse per Revolution xxxx

Resolution of the absolute encoder
LiSA20/21 shows the programmed value of the encoder system. Perhaps the value must be changed, if the distance actually travelled does not correspond to the height change displayed by the controller.

Pos. step *10um xxxx

Range of values: 0-99999x10um; standard value: 1
Scaling value of the position measurement of the CANopen encoder system.

SP. step *0.1mm/S xxxx

Range of values: 0-9999 mm/sec; standard value: 10
Scaling value of the speed measurement of the CANopen encoder system.

Save parameter

Transmission to the absolute encoder
By clicking “Save parameter”, the changed settings are transferred to the absolute encoder and saved.

ELGO-LIMAX-SAFE Y/N

Range of values: Yes/No; standard value: No
Selection of the LiMAX33CP read head by ELGO with integrated safety functions. This parameter is activated automatically, if “CANopen” on p. 091 and “Encoder” on page 238 are both set to “Yes”. The other read heads will then automatically be set to “No”.
The settings for LiMAX33CP are very comprehensive, therefore pleaase refer to the special part containing the description of the configuration of LIMAX33CP in conjunction with a LiSA controller.

WACHENDORFF WDGA Y/N

Value range: Yes/No; Default: No

When using an absolute encoder by Co. WACHENDORFF (model WSGA58B), this parameter is to be configured to “Yes”. The selection of the remaining reader types is automatically set to “No”.

ELGO-LIMAX2M (CRC) Y/N

Value range: Yes/No Default: No

The company ELGO offers a reading head equipped with CRC-protocol to suppress failure during transmission to controller. If this reading head is used (model LIMAX2M-CRC), this parameter must be set to “yes”. The selection of the other reading heads is automatically set to “no”.

Impulse method NO

Query whether the impulse method is to be activated as means of selection. By choosing “Yes”, the parameters for the impulse method are released while other selection methods are set to “No”.

Impulse method YES >

-> LiSA20 only <-

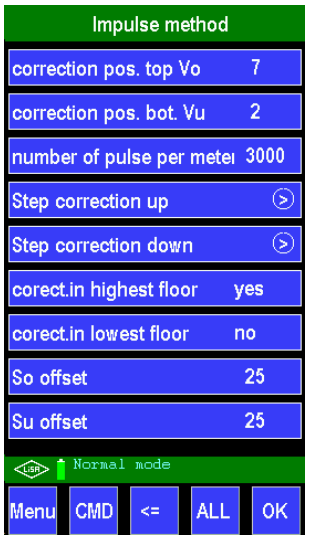
Press > to go to pages with parameters for impulse method.

This requires a shaft selection with 1 (SM = signal switch centre) or 3 zone signals (SO = signal switch top; SM = signal switch centre; SU = signal switch bottom) for levelling or approaching with open doors. For measuring the distance covered by the installation, one furthermore requires a pulse generator.

Via Menu -> Setup -> Teaching run or CMD -> 100 -> OK one can initiate a Teaching run in order to determine pulse contacts, deceleration point and landing distances.

For descriptions and requirements of the impulse method, please see part A 4.4.2

[Direct access: CMD -> 7144-> OK]



correction pos. top Vo **xxxx**

Value range: 1-64; Default: next to last top landing
Entry of the landing number after which the pre-limit switch at the top is to be reached when travelling upwards.

correction pos. bot. Vu **xxxx**

Value range: 1-64; Default: next to last bottom landing
Entry of the landing number after which the pre-limit switch at the bottom is to be reached when travelling downwards.

numb. of pulse per meter **xxxx**

Value range: 300-9999; Default: 3000
The pulse rate is determined automatically during Teaching run. If conducting a Teaching run is not feasible (in case of only 2 landings), this parameter needs to be set manually and in accordance with the structural conditions at hand.

Step correction up **>**

Step correction down **>**

[Direct access: CMD -> 7167 or 7108-> OK]

The direction-dependend offset-value for the step correction is entered here in +/- mm. Entering a positive/negative value, causes the lift to travel the indicated amount of distance more/less , while maintaining the same direction of travel.

correct. in highest floor **Y/N**

Value range: Yes/No; Default: No
A correction run is only conducted in case of an error (loss of position). A correction landing (up/bottom or both) needs to be selected!

correct. in lowest floor **Y/N**

Value range: Yes/No; Default: No
A correction run is only conducted in case of an error (loss of position). A correction landing (up/bottom or both) needs to be selected!

So offset **xxxx**

This entry depends on which rail length was set and corresponds to the distance between signal transmitter middle and signal transmitter top.
Please refer to manual part A 4.4.2 Impulse method.

Su offset **xxxx**

This entry depends on which rail length was set and corresponds to the distance between signal transmitter middle and signal transmitter bottom.
Please refer to manual part A 4.4.2 Impulse method.

Inspection height **xxxx**

This special inspection function is only activated if a value greater than 0 is entered. The value entered depends on the shaft height and corresponds to the position to be approached by the car in order to switch on the inspection.
The procedure at a glance:

By pushing the “door open” button for more than 10 seconds, the “normal travel” operating mode is quit. This is indicated by all car call buttons flashing three times.

All pending car calls and landing calls are deleted. The position displays (if available) indicate „maintenance/inspection“. At the same time, an internal timer is started. If within this time (2 minutes) the landing call button is not pushed in the landing in which this process has been started, the system goes back to normal operation.
By pushing the landing call button (it must be pushed and held until the door is closed completely, the timer is started again; here, too, the system goes back to normal operation if the inspection control is not activated within the defined time), the lift goes to the position determined by the „inspection height“ parameter, from which the inspection mode is activated. On completion of the inspection, the lift automatically travels to the parameterized parking position.

Rescue run is limited **J/N**

Query whether the recall travel is supposed to be limited. It serves to determine that an upwards recall travel is stopped in the topmost landing. The same applies downwards, here the travels ends when reaching the lowest landing.

1.5. Parameters - Doors

The Doors menu provides an overview of the types (hinged doors, automatic doors) and distribution of accesses. Furthermore one can release calls, define door signals and determine door times.

[Direct access: CMD -> 7037 or 7047 or 7190 -> OK]

exclusive lock Y/N

Value range: Yes/No Default: No

Query whether the exclusive locks function should be active. By choosing “Yes” only one door is allowed to open each time.

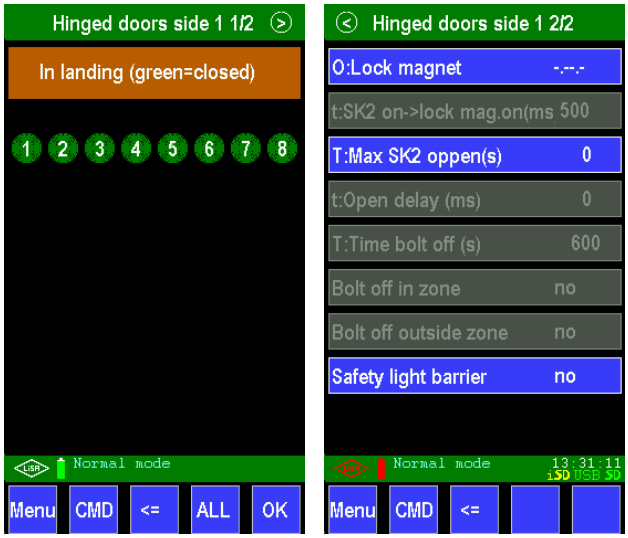
Hinged doors 1 No

Query whether hinged doors (side 1) are to be enabled. By choosing “Yes”, the parameters for hinged doors are released.

Hinged doors 1 Yes >

Press > to go to pages with parameters for hinged door assignment for door side 1.

[Direct access: CMD -> 7038 -> 7045 -> OK]



Accesses shaded in green are equipped with hinged doors. Accesses with grey font which are not shaded in green do exist, but don't have hinged doors. Accesses marked in red are not activated in the access masks.

The "ALL" button serves to select either all landings or no landings (if pressed again). Individual access changes may be performed by tapping on the landing number. Do not forget to save any changes using "OK".

O:Lock magnet [x.yy.z]

Default: not defined
Definition of the output for the lock magnet of door side 1/2.

t:SK2on->lock mag.on(ms)[xxx]

Value range: 0 – 9999; Default: 200
Time in milliseconds which elapses between reactivating SK2 (hinged door has been closed) and switching on the lock magnet on door side 1. This parameter is active only if the output for the lock magnet has been defined beforehand.

T:Max SK2 open (s) [xxxx]

Range of values: 0-3600 Standard value: 0
Time in seconds during which the hinged door may be open until an error is triggered. Setting 0 means no monitoring.

t:Open delay (ms) [xxxx]

Value range: 0 – 9999; Default: 30
Time in milliseconds for the opening delay of the lock magnet after the car doors have started opening. This way it is possible to conduct a premature unlocking of the landing doors. Entering value 0 indicates that the cabin doors are to be unlocked only after having opened completely.

T:Time bolt off (s) [xxxx]

Value range: 0 – 9999; Default: 600
Time in seconds after which the lock should no longer be activated (applicable to all operating models).

Bolt off in zone [Y/N]

Value range: Yes/No; Default: No
Determines whether the bolt is switched off or on in the zone.

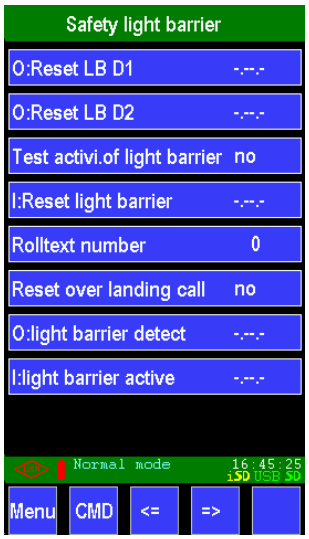
Bolt off outside tone [Y/N]

Value range: Yes/No; Default: No
Determines whether the bolt is to be switched off or on outside the zone (e.g. for inspection).

Safety light barrier [Y/N]

Value range: Yes/No; Default: No
Query whether a safety light barrier is installed as a replacement for the cabin doors. This parameter can only be activated if no door-closing I/O is programmed → i.e. without cabin door

[Direct access: CMD -> 7083 OK]



O:Test T1 / T2 [x.yy.z]

Standard value: not assigned.
Determination of an output to trigger the self-test at the safety light barrier of door side 1 or 2.
From software version V2.056C on, this parameter is replaced by the automatic self-test.

O:Reset LB D1 [x.yy.z]

Standard value: not assigned.
Determination of an output to control a relay in order to reset the safety light barrier of door side 1 after a fault.

O:Reset LB D2 [x.yy.z]

Standard value: not assigned.
Determination of an output to control a relay in order to reset the safety light barrier of door side 2 after a fault.

Test activi.of light barrier [Y/N]

Range of values: Yes/No standard value: YES
Query whether an automatic self-test of the safety light barrier is to be carried out. If this parameter is set to YES, a self-test of the safety light grid is carried out prior to any travel.

I:Reset light barrier [x.yy.z]

Standard value: not assigned.
Determination of an input to evaluate a dedicated output at the light grid control device. If this input is activated, the car stops immediately and relevelling is also inhibited.

Rolltext number [xx]

Value range: 1-10 Default: 0
Selection of a rolling text which is to be displayed in the event of a breakdown or intermission at the safety light barrier.

Reset over landing call [Y/N]

Value range: Yes/No Default: No
Query whether a reset of the safety light barrier is to be permitted when issued via a landing call. Ordinarily, a reset is only initiated via a cabin call or reset button.

O:light barrier detect [x.yy.z]

Default: not defined
Output for a notification, e.g. acoustic signal, indicating an intermission at the safety light barrier.

I:light barrier active [x.yy.z]

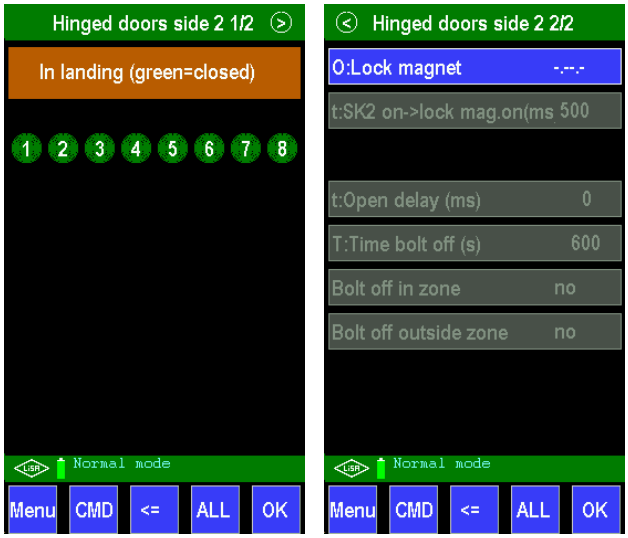
Standard value: not assigned.
Input for the evaluation of a safety light curtain using a dedicated output on its controller. If this input becomes active, the car will stop immediately, even releveling is prevented.

Hinged doors 2 No

Query whether hinged doors (side 2) are to be enabled. By choosing “Yes”, the parameters for hinged doors are released.

Hinged doors 2 Yes >

Press > to go to pages with parameters for hinged door assignment for door side 2 (page 39).
[Direct access: CMD -> 7039 -> 7046 -> OK]

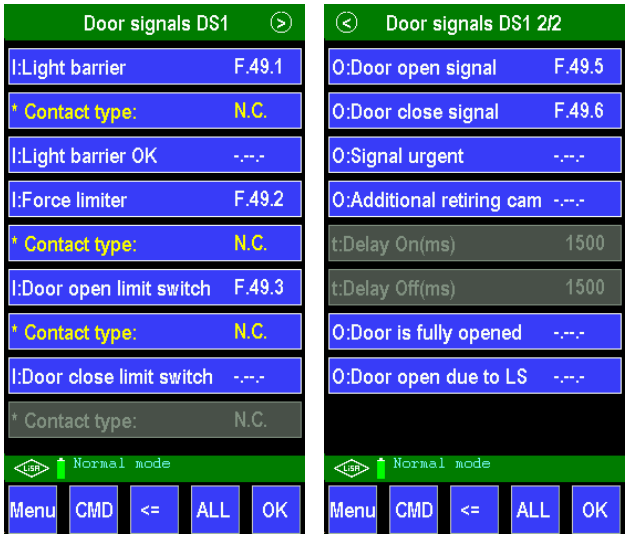


The menu depicted here for door side 2 corresponds to the parameters and indications for door side 1. For descriptions see door side 1.

Door signals DS1 >

Calling of page 42 which serves to determine the door control signals (e.g. light barriers, closing force limiter).

[Direct access: CMD -> 7042 -> 7169-> OK]



I:Light barrier [x.yy.z]

Default: F.49.1 (for door 1), F.50.1 (for door 2)
Definition of the input for evaluating the light barrier signal

***Contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether the light barrier signal is meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

I:Light barrier OK [x.yy.z]

Default: not defined

Set an input for monitoring the functioning of the light grid according to EN81-20. This requires a normally open contact (N.O.)

I:Force limiter [x.yy.z]

Default: F.49.2 (door 1), F.50.2 (door 2)
Definition of the input for evaluating the closing force limiter signal.

***Contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether this contact is meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

I:Door open limit switch[x.yy.z]

Default: F.49.3 (door 1), F.50.3 (door 2)
Definition of the input for evaluating the door open limit switch.

*** Contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether the door open limit switch is meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

I:Door close limit switch[x.yy.z]

Default: not defined
For an installed switch, the following addresses apply: F.49.4 (door 1), F.50.4 (door 2).
Definition of the input for evaluating the door close limit switch.

***Contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether the door close limit switch is meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

O:Door open signal [x.yy.z]

Default: F.49.5 (door 1), F.50.5 (door 2)
Definition of the output for the door opening signal

O:Door close signal [x.yy.z]

Default: Default: F.49.6 (door 1), F.50.6 (door 2)
Definition of the output for the door closing signal

O:Signal urgent [x.yy.z]

Default: not defined
Setting of an output which, given the “urgent signal” is active, serves to provide the door controller with the signal for slow forced closing.

O:Addition.retiring cam[x.yy.z]

Default: not defined

Setting of an output that can be used to control an additional locking magnet which in turn serves to interlock the cabin doors.

t: Delay On (ms) [xxx]

Value range: 0-5000 Default: 1500
Delay time between the opening of the additional bolt and the opening of the cabin doors.

t:Delay off (ms) [xxx]

Value range: 0-5000 Default: 1500
Delay time between closing of the door (SK3 is on) and interlocking the additional bolt.

O:Door is fully opened [x.yy.z]

Default: not defined
Determine an output for reporting the complete opening of the doors, e.g. for transmission to the monitoring center

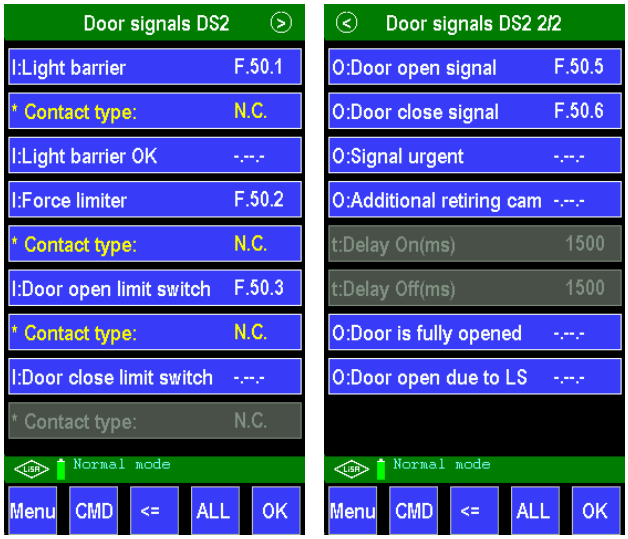
O:door open due to LS [x.yy.z]

Default: not defined
Determine an output for reporting that the doors cannot be closed due to an interruption at the light grid, e.g. for transmission to the monitoring center

Door signals DS2 >

Calling of page 43 which serves to determine the door control signals (e.g. light barriers, closing force limiter,...).

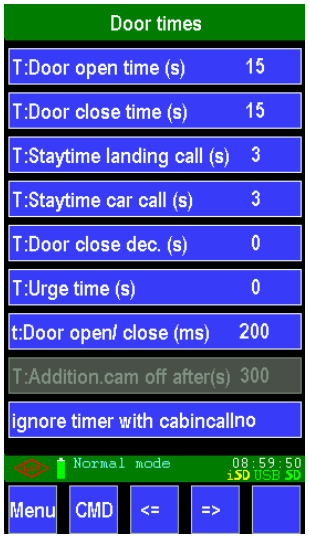
[Direct access: CMD -> 7043 bzw. 7175 -> OK]



The parameter pages depicted here for door side 2 correspond to those for door side 1.

Door times >

Calling of page 44 which serves to determine the door times (e.g. idle time, opening control time, ...). [Direct access: CMD -> 7044-> OK]



T:Door open time (s) [xxxx]

Value range: 0 – 99; Default: 15

The door-opening control time describes the time interval provided to the door drive for opening the door. After the door-opening check time has elapsed, idle time starts.

T:Door close time (s) [xxxx]

Value range: 0 – 99; Default: 15

Definition of the door-closing control time (seconds) which describes the time interval provided to the door drive for closing the door. After the door-closing check time has elapsed, the door opens again.

T: Staytime landing call (s)[xx]

Value range: 0 – 99; Default: 3

Idle time (=waiting time) when processing following landing calls.

T:Staytime car call (s) [xxxx]

Value range: 0 – 99; Default: 3

Idle time (= waiting time) when processing following car calls.

T:Door close dec. (s) [xxxx]

Value range: 0 – 99; Default: 0

Definition of the delay time span when initiating the door closing process (in seconds)

T:Urge time (s) [xxxx]

Value range: 0 – 99; Default: 0

Definition of the urgent signal time (in seconds) which is allowed to elapse before doors are forsibly to close.

t:Door open/close (ms) [xxxx]

Value range: 0-9999; Default: 200

Definition of the switching delay between door open signal and door close signal and vice versa (in milliseconds).

T:Addition. cam off after(s)[xx]

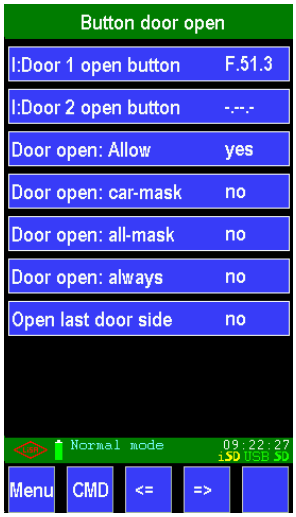
Range of values: 0-3600 Standard value: 300
If the additional lock magnet is not designed for 100% ED, a time can be set here after which the additional lock magnet should be switched off even in the event of error. Entering "0" means that the magnet is not switched off in the event of error.

ignore timer with cabincall Y/N

Value range: Yes/No Default: No
When this parameter is activated, a cabin call causes the idle time to be skipped and initiates an immediate closing of doors and continuation of travel.

Button door open >

Calling of page 117 which lists settings associated with door open buttons (e.g. inputs, opening masks). [Direct access: CMD -> 7117-> OK]



I:Door 1 open button [x.yy.z]

Default: F.51.3
Definition of the input for the door open button on door side 1.

I:Door 2 open button [x.yy.z]

Default: not defined
Definition of the input for the door open button on door side 2.

Door open: Allow [Y/N]

Value range: Yes/No; Default: No
Query whether the door opening function is to be carried out based on the door opening permission.

Door open: car-mask [Y/N]

Value range: Yes/No; Default: No
Query whether the door opening function is to be carried out based on the current door mask.

Door open: all-mask [Y/N]

Value range: Yes/No; Default: No
Query whether the door opening function is to be carried out based on all door masks.

Door open: always [Y/N]

Value range: Yes/No; Default: Yes
Query whether the door opening function is to be always executed.

Open last door side [J/N]

Range of values: Yes/No Standard value: no
Query whether the door opening function should always affect the door that was opened last.

Door close button No
Door close button Yes >

Query whether a door closing button is available. Select "NO" to change to "YES". →
Press > to go to pages with parameters for the door closing button (page 48).

[Direct access: CMD -> 7048-> OK]

I:Door close button [x.yy.z]

Default: F.51.4
Definition of the input for the door close button. The doors on door side 1 and 2 (if existent) are being closed.

Door immediately close [Y/N]

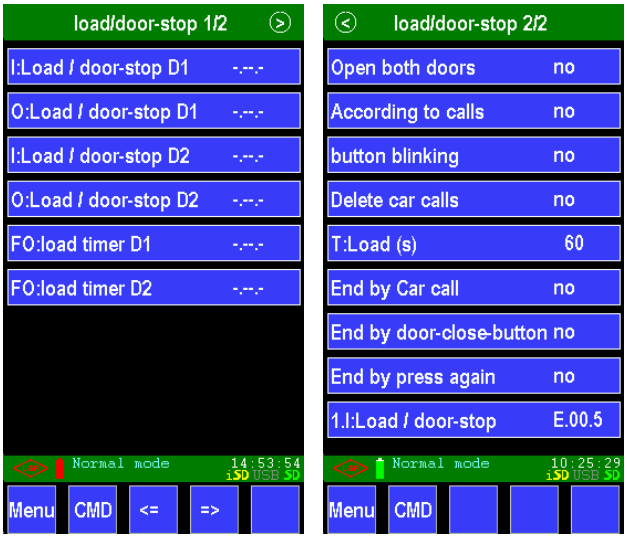
Value range: Yes/No; Default: No

Selection whether the door closing process is to be immediately initiated when the door close signal is issued. The switchover is taking place during the opening phase.

Funct. load/door-stop No
Funct. load/door-stop Yes >

Query whether there is a door stop/load button. Select "NO" to change to "YES". →
Press > to go to pages with door stop parameters (page 49).

[Direct access: CMD -> 7049-> 7236 -> OK]



I:Load/door-stop [x.yy.z]

Default: not defined

Definition of the input for the car loading button.

O:Load/door-stop [x.yy.z]

Default: not defined

Definition of the output for signalling the loading function. Also, this can either be the separate acknowledgement signal for the loading button or an extra signalling. Furthermore, this address may be identical to the input address, given the button employed is not provided with a separated call-/acknowledgement. The loading function can thenceforth be interrupted by a car call (parameter down), the “door close button” (parameter down) or by repeatedly tapping the loading button. For the latter option, the value “Button blinking” needs to be set to “Yes”, since only for a non-active acknowledgment the button can be polled on the bus.

I:Load/door-stop D2 [x.yy.z]

Standard value: not assigned

Determination of a 2nd input for a button in order to load the car (door side 2).

O:Load/door-stop D2 [x.yy.z]

Standard value: not assigned

Definition of an output to signal the loading function on door side 2.

The function is identical with the one on door side 1.

FO:load timer D1 [x.yy.z]

Standard value: not assigned

Output to display the remaining loading time for door side 1 on the car display (LiSY). 16 consecutive I/Os are assigned for this purpose.

FO:load timer D2 [x.yy.z]

Standard value: not assigned

Output to display the remaining loading time for door side 2 on the car display (LiSY). 16 consecutive I/Os are assigned for this purpose.

Note: If there is only one door side, the parameter D2 can also be used for door side 1 to display the loading time, for instance, using D1 in the car and D2 in the landing on door side 1.

Open both doors [J/N]

Range of values: Yes/No standard value: No

Currently not available!

According to calls [J/N]

Range of values: Yes/No standard value: No

If “yes”, the door opened last is opened for loading when calling the loading function.

button blinking [Y/N]

Value range: Yes/No; Default: No

Selection whether a pressed load button is to flash for signalling.

Delete car calls [Y/N]

Value range: Yes/No; Default: No

During the loading function, car calls are automatically deleted when “Yes” is selected.

T:Load (s) [xxxx]

Value range: 0 - 999; Default: 60

Definition of the loading time, i.e. the minimum time interval for which the doors are to be kept open.

End by car call [Y/N]

Value range: Yes/No; Default: No

By selecting “Yes”, the activated loading function is ended by a car call.

End by door-close-button[Y/N]

Value range: Yes/No; Default: No

By selecting “Yes”, the activated loading function is ended by enabling the “door close button”.

End by press again [Y/N]

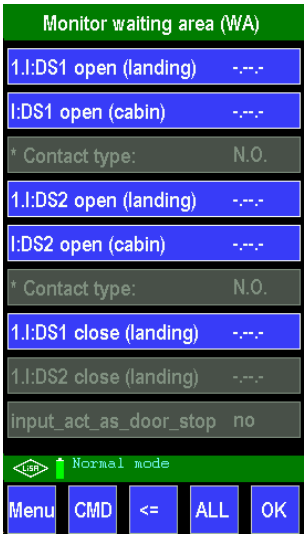
Value range: Yes/No; Default: No
Selection whether an activated load button is reset by being pressed again.

1.I:Load / door-stop [x.yy.z]

Standard value: not assigned
First input for loading/door stop in the landing. When programming this input, one I/O for loading/door stop will be assigned for each landing. If the function is activated via this input, it will remain active as long as the input is active, e.g. using a key-operated switch. This means that the loading function cannot be programmed with a time here, it must be switched off again in the landing.

Monitor waiting area Nein
Monitor waiting area Ja >

Query whether a waiting area monitoring is available. If yes, change to page 50 in order to parameterise it. [Direct access: CMD -> 7050-> OK]



1.I:DS1 open (landing) [x.yy.z]

Default: not defined
Determine the first input (“first” since depending on the number of landings there are more inputs to follow) for monitoring the waiting area on door-side 1.

I:DS1 open (cabin) [x.yy.z]

Default: not defined
Determine an input for monitoring the waiting area on door-side 1 in the cabin.

***Contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether this contact is meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

1.I:DS2 open (landing) [x.yy.z]

Default: not defined
Determine the first input (“first” since depending on the number of landings there are more inputs to follow) for monitoring the waiting area on door-side 2.

I:DS2 open (cabin) [x.yy.z]

Default: not defined
Determine an input for monitoring the waiting area on door-side 1 in the cabin.

***Contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether this contactis meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

1.I:DS1 close (landing) [x.yy.z]

Default: not defined
Determine the 1st input for a hand protection device at the shaft-doors (DS1). This is an additional light barrier at the feeder of the telescope-shaft doors. Should a person hold herself up against an opening door, this light barrier will be interrupted. In consequence, the doors are re-controlled and closed again.

1.I:DS2 close (cabin) (s) [x.yy.z]

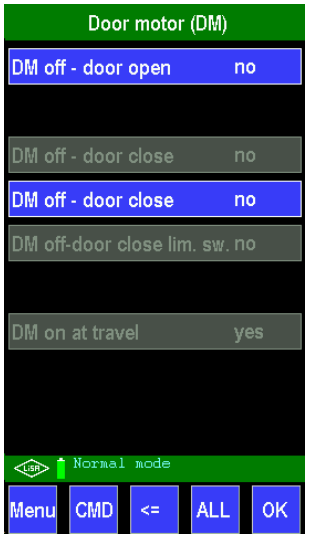
Default: not defined
hand protection device as described above but applied for door side 2 and with selective door control.

input act as door stop [Y/N]

Value range: Yes/No Default: No
Setting this parameter to „Yes“ causes the doors to only stop and not reroute in case of an intermission at light barrier of the hand protection device.

Door motor switch-off No
Door motor switch off Yes >

Query whether door motors are available. If yes, change to page 67 in order to parameterise them. [Direct access: CMD -> 7067-> OK]



DM off – door open [Y/N]

Value range: Yes/No; Default: No

Selection whether the door motor is to be switched off after reaching the final open position. If “Yes” is selected, the door motor turns off when doors are open while under a “No” setting, it remains in operation.

DM off – door close [Y/N]

Value range: Yes/No; Default: No

Selection whether the door motor is to be switched off after reaching the closing time. For ”Yes”, the door motor is switched off at the end of closing time, while under the ”No” setting, it remains in operation.

DM off – door close [Y/N]

Value range: Yes/No; Default: No

Selection whether the door motor is to be switched off after closing SK4.

If ”Yes” is selected, the door motor is switched off with the door’s SK4 signal, while under ”No” the door motor remains in operation.

DM off-door close lim.sw.[Y/N]

Value range: Yes/No; Default: No

Selection whether the door motor is to be switched off after reaching the door close limit switch. If ”Yes” is selected, the door motor is switched off after having reached the door close limit switch, while under ”No” the door motor remains in operation.

DM on at travel [Y/N]

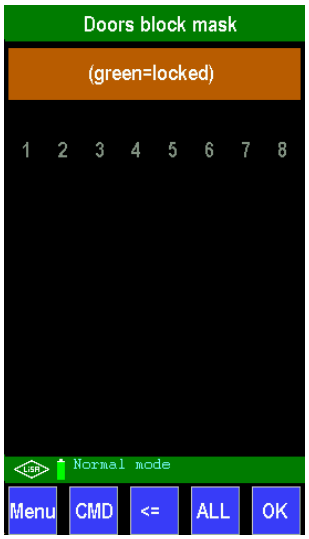
Value range: Yes/No; Default: Yes

Selection whether a door motor switched off in closed position is to be switched back on during travel. If ”Yes” is selected, the door motor is switched on during travel, while under ”No” the door motor remains out of operation.

Doors block mask	>

Change to page 188 in order to determine the door masks.

[Direct access: CMD -> 7188-> OK]

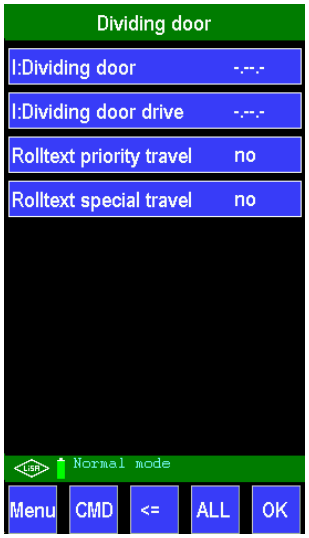


Accesses shaded in green are disabled / blocked.
The "ALL" button serves to select all landings or no landings if pressed again. Change the access individually by tapping on the landing number. Do not forget to save any changes using "OK".

Dividing door	No
Dividing door	Yes >

Query whether partition doors are available. If yes, change to page 009 in order to parameterise them.

[Direct access: CMD -> 7009 -> OK]



I:Dividing door [x.yy.z]

Default: not defined

Definition of an input for the partition door signal. The system detects an opening of the partition doors when the partition door signal is received. This is due to the latter being a potential removing N/C signal (normally open contact).

I:Dividing door drive [x.yy.z]

Default: not defined

Definition of the input for the key which starts the partition door travel.

Rolltext priority travel [Y/N]

Value range: Yes/No; Default: No

Definition whether the "priority travel" scrolling text is to be indicated on the display when activating a partition door travel. A possibly selected "special travel" text will be deactivated.

Roll text special travel [Y/N]

Value range: Yes/No; Default: No

Definition whether the "special travel" scrolling text is to be indicated on the display when activating a partition door travel. A possibly selected "priority travel" text will be deactivated.

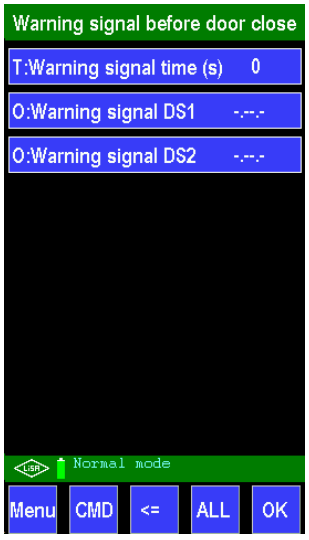
Siemens [Y/N]

Value range: Yes/No; Default: No

Query whether a Siemens door is installed. If yes, they will be controlled.

Warning signal before door close NO
Warning signal before door close YES >

Query whether a warning signal is to be put out. If yes, change to page 10 in order to parameterise it. [Direct access: CMD -> 7010-> OK]



T:Warning signal time (s)[xxxx]

Value range: 0 – 99; Default: 0
Definition of the time in seconds for how long the warning signal is to be issued.

O:Warning signal DS1 [x.yy.z]

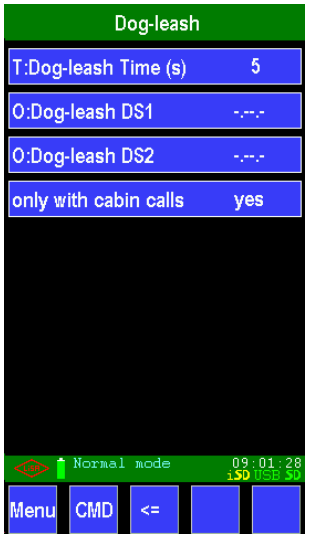
Default: not defined
Definition of the output for the warning signal of door side 1.

O:Warning signal DS2 [x.yy.z]

Default: not defined
Definition of the output for the warning signal of door side 2.

Dog-Leash [Y/N]

Query whether the dog-line function is installed. If so, a warning signal for dog will be activated. [Direct access: CMD -> 7112 -> OK]



The dog-leash function enables an optical/acoustic signal (1 signal switch per second) when a car call is detected and doors are hence being closed. The dog-leash time describes the duration of the warning signal for dogs. Note that this function cannot be combined with “warning signal before door close”.

T:Dog-leash Time (s) [xxxx]

Value range: 0 – 99; Default: 5
Definition of the dog-leash warning signal’s duration (in seconds).

O:Dog-leash DS1 [x.yy.z]

Default: not defined
Definition of the output for signalling the dog-leash light/acoustic on door side 1.

O:Dog-leash DS2 [x.yy.z]

Default: not defined

Definition of the output for signalling the dog-leash light/acoustic on door side 2.

only with cabin calls [Y/N]

Range of values: Yes/No Standard value: yes

Query whether the dog-line warning signal is only to be put out in conjunction with an active car call or generally before the doors are closed.

Ignore DCL in normal [J/N]

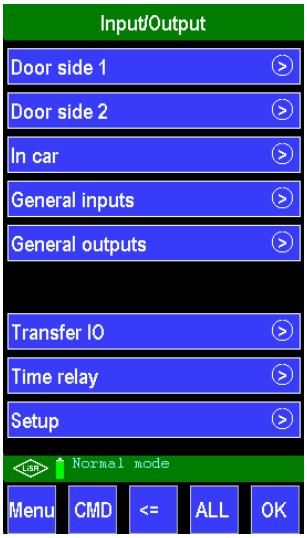
Range of values: Yes/No Standard value: No

By selecting “Yes”, the door closed limit switch is ignored during normal travel.

1.6. Parameters - Inputs/Outputs

The Input/Output menu serves to define local input/output functions. The functions are distributed to the shaft, the car and the control cabinet. Additionally, one can define general-, transfer- and time relay functions.

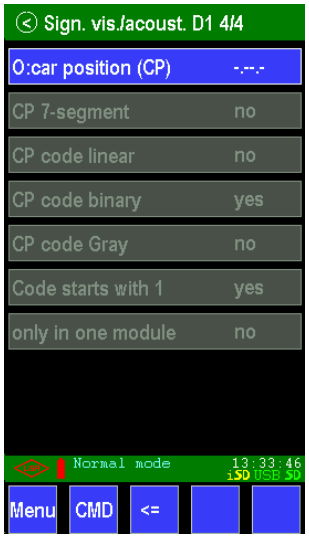
[Direct access: CMD -> 7068 -> OK]



Door side 1 >

Change to page 127 to define inputs/outputs of the shaft on door side 1.

[Direct access: CMD -> 7127 -> 7052 -> 7120 -> 7123-> OK]



1.IO:Landing call [x.yy.z]

Default: E.00.1, landing module 0, IO 1
Definition of the first input on the landing bus, i.e. depending on the number of landings there are further inputs for landing calls on door side 1. The call button is connected at the access number 1. If two direction buttons (up/down) are installed, the up-button is to be connected here. It thus follows that IO2 belongs to the down-button.

2.IO:Landing call [x.yy.z]

Default: E.01.1, landing module 1, IO 1
Definition of the second input for landing calls, i.e. depending on the number of landings there are further inputs for landing calls on door side 1. This defines the order of numbering.

1.IO:Car select. car call [x.yy.z]

Default: not defined, landing bus
This parameter is only active for installed groups: Definition of the first input for car calls. That means activation at the configured address corresponds with a car call. Within the group, this has the same effect for the lift as a car selection.

1.O:landing call releas. [x.yy.z]

Default: not defined, landing bus
Definition of the first output which is intended for feedback concerning released landing calls. Here it would be possible to connect an indicator field which serves to report the current condition.

IO2:landing call in CC [x.yy.z]

Default: not defined, landing bus
Definition of two subsequent IOs at the controller intended for landing call up/down. Given the control cabinet's position in one landing, it is thus possible to economize on the use of the corresponding BUS-module and to transfer the call directly to the controller.

1.O:Direction up/down [x.yy.z]

Default: not defined, landing bus
Definition of the first output for the upwards/downwards direction display. This output may serve to connect e.g. a light board for status display.

1.O:On g.direct.up/down[x.y.z]

Default: not defined, landing bus
Definition of the first output for upwards/downwards travel continuation direction. This output may serve to connect e.g. a light board for status display.

1.O:Out of order [x.yy.z]

Default: not defined, landing bus
Definition of the first output for the out-of-order signal. This output may serve to connect e.g. a light board for status display.

1.O:Car running [x.yy.z]

Default: not defined, landing bus
Definition of the first output for displaying that the car is operating. This output may serve to connect e.g. a light board for status display.

1.O:Car busy [x.yy.z]

Default: not defined, landing bus
Definition of the first output for displaying that the car is busy. This output may serve to connect e.g. a light board for status display.

1.O:Car here [x.yy.z]

Default: not defined, landing bus
Definition of the first output for displaying that the car is in the required landing. That is, the lift is positioned within the zone and the zone signal SM is available.

when door complet open [Y/N]

Value range: Yes/No; Default: No
This parameter configures the previous parameter “1.O:Car here”: If “Yes” is selected, the output signal for the display is only activated under the condition that the door(s) are open also.

O:landing call pressed [x.yy.z]

Default: not defined
Definition of an output which serves to indicate an active landing call. One can indirectly activate a staircase light using an extra relay: When a landing call is pressed in any landing, a pulse with approx. 1s duration is activated. This pulse is repeated every 30s until the travel terminates. Further information: This function is applicable in any operating modes.

1.O:Car will come [x.yy.z]

Standard value: not assigned, landing bus
Determination of the first output to display the arriving car.
This output is switched with the delay for the approach at the respective landing.

1.O:Gong Up/down [x.y.z]

Default: not defined, landing bus
Definition of the first output for gong up/down.

1.O:Gong Up [x.yy.z]

Default: not defined, landing bus
Definition of the first output for gong up.

1.O:Gong Ab [x.yy.z]

Default: not defined, landing bus
Definition of the first output for gong down.

O:Car position (CP) [x.yy.z]

Default: not defined
Definition of an output address indicating after which bit-address the car position is to be displayed. On the hand terminal bus-module page, the letter “A” indicates the subsequent required bits. The car position may be configured using the following parameters:

CP code linear [Y/N]

Value range: Yes/No; Default: No
When “Yes” is selected, the car position is issued in linear mode. The remaining configuration parameters for this output type are automatically set to “No”.

CP code binary [Y/N]

Value range: Yes/No; Default: Yes
When “Yes” is selected, the car position is issued in binary mode. The remaining configuration parameters for this output type are automatically set to “No”.

CP code Gray [J/N]

Value range: Yes/No; Default: Yes
When “Yes” is selected, the car position is issued in binary mode. The remaining configuration parameters for this output type are automatically set to “No”.

Code starts with 1 [Y/N]

Value range: Yes/No; Default: Yes
The start value can be determined for all output types. When “Yes” is selected, it starts with 1; for “No” with 0.

Only in one module [Y/N]

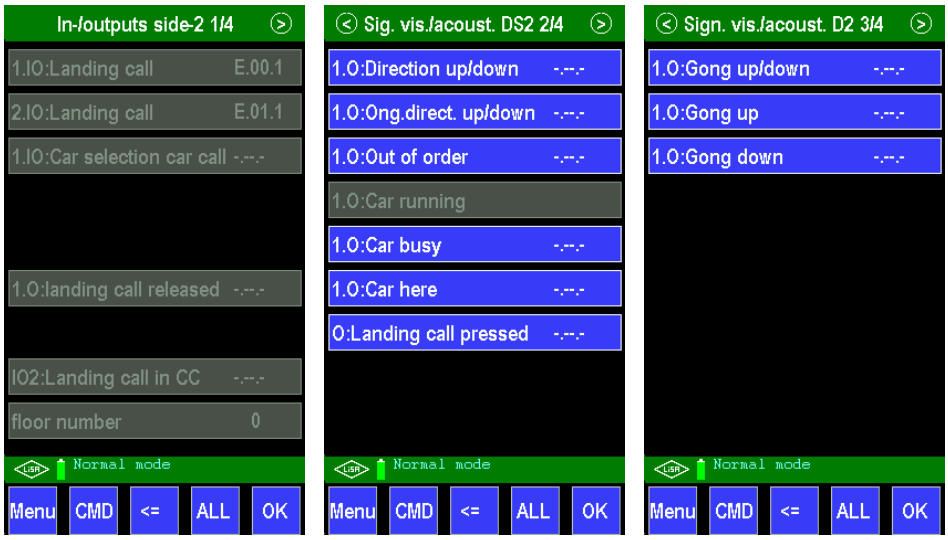
Range of values: Yes/No standard value: No

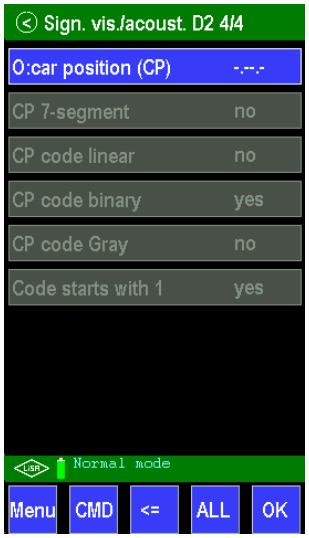
“Yes” means that the car position is only put out in the correspondingly programmed BUS module, i.e. there is no automatic assignment of an I/O with the car position in each landing.

Door side 2 >

Change to page 128 to define inputs/outputs of the shaft on door side 1.

[Direct access: CMD -> 7128 -> 7053 -> 7121 -> 7124-> OK]



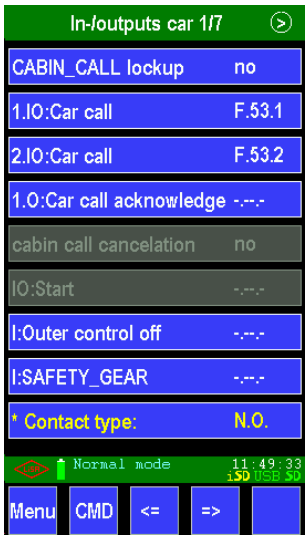


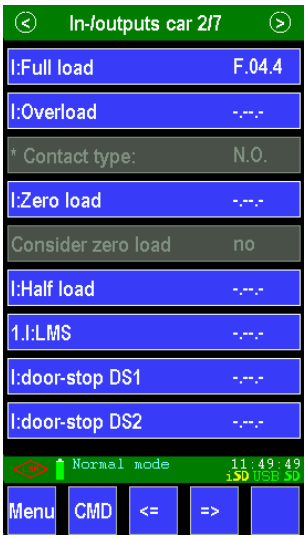
Corresponds to the parameters and indications of door side 1; only adapted for door side 2. At the second door side, the car bus is used instead of the landing bus.

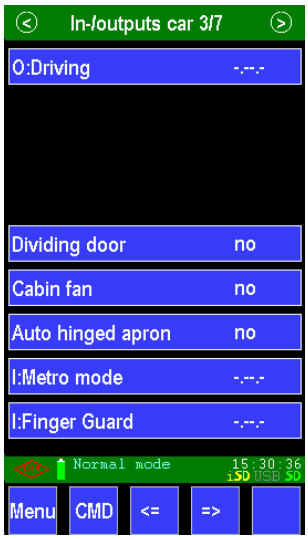
In car >

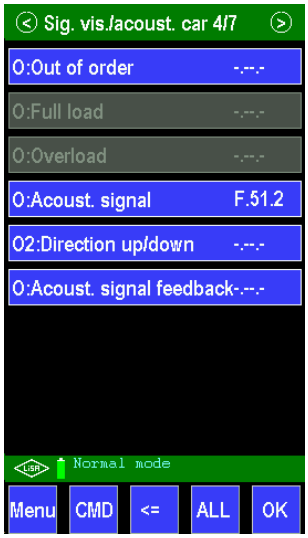
Change to page 129 to define inputs/outputs of the car.

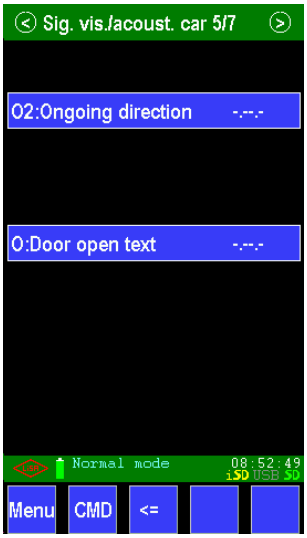
[Direct access: CMD -> 7129 -> 7131 -> 7133 -> 7054 -> 7122 -> 7125 -> 7126 -> OK]

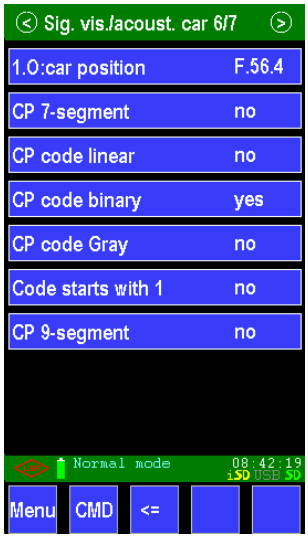


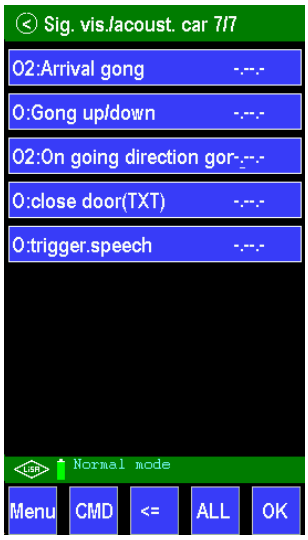












Cabin call lockup	No
Cabin call lockup	Yes >

Free definition of inputs for car calls. “Yes” serves to flexibly assign the call buttons to an address, e.g. on larger panels with more than 24 landings.

[Direct access: CMD -> 7239-> OK]

For this purpose, an individual table is provided for both door sides in order to enter the address of the bus module to which each individual button is connected.

1.IO:Car call	[x.yy.z]

Default: F.53.1, car module 53, IO 1

Definition of the first input for the car call button, i.e. depending on the number of landings there are further inputs for car calls.

2.IO: Car call	[x.yy.z]

Default: Default: F.53.2, car module 53, IO 2

Definition of the second input for the car call button, i.e. depending on the number of landings there are further inputs for car calls). This defines the order of numbering.

1.O: car call acknowled.[x.yy.z]

Default: not defined

This parameter is used when call & acknowledgment are connected to the car seperately. Here the definition of the first output for the car call acknowledgment is undertaken. Depending on the number of landings, there are further inputs for car call acknowledgments.

Car call cancellation	No

Default: no

Query whether a car call cancellation option is intended. This would enable passengers to cancel an issued car call by pushing the corresponding call-button again. A pre-condition for the functioning of this option requires calls and call acknowledgments to be connected to the controller via separate IOs. Also, the parameter 1. O: Car-call acknowledgment must be programmed.

I:Start [x.yy.z]

Default: not defined
Definition of an input for the start signal. In case of lifts with two landings, no call buttons are used in the panel. The "Start" initiates car calls.

Note: first and second car call must be programmed!

I:Outer control off [x.yy.z]

Default: not defined
Definition of an input for switching off outer control.

I:Safety Gear [x.yy.z]

Standard value: not assigned
Determine an input to monitor the safety gear contact (particularly for contacts which do not engage in the event of error).
If this input is activated during normal operation, the system goes out of operation and the error is maintained. Resetting is only possible by entering
[800 ok].

***contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether this contact is meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

I:Full load [x.yy.z]

Default: not defined
Definition of an input for the full load signal. When full load is activated, landing calls are being registered but only car calls are being processed. Furthermore the display indicates “Full load”. The corresponding text may be configured under the menu section for scrolling texts.

I:Overload [x.yy.z]

Default: not defined
Definition of an input for the overload signal. When overload is activated, the installation stops with doors open. The display indicates “ Overload” and the overload buzzer activates. The corresponding text can be defined under the menu section for scrolling texts.
Note: The overload signal is not being considered during travel!

***contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether these contacts are meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

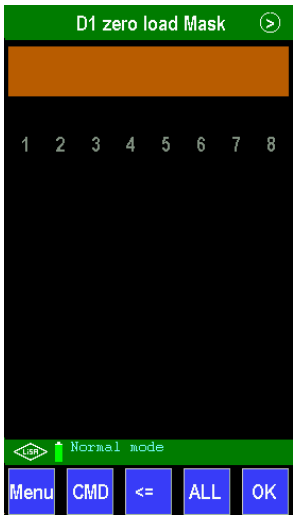
I:Zero load [x.yy.z]

Default: not defined
Determine an input for the zero load signal in the case of no cabin-load.

Zero Load Mask	NO
Zero load Mask	YES >

Query whether there are landings which shall only be approached by landing call if the cabin exhibits zero load. This function serves to avoid the possibility of an occupied cabin to be called by a landing call into a non-publicly accessible floor.

[Direct access: CMD -> 7209 -> OK]



In the event of a landing call, green landings may only be approached in zero load. Change the accesses individually by tapping the landing number – the same applies for DS2. Remember to save any changes made by tapping “OK”.

I:Half load [x.yy.z]

Default: not defined
Definition of a half load signal input for cabin loading.

I:door-stop DS1 [x.yy.z]

Default: not defined
Input for the initiation of a door-stop caused by a light barrier (hand protection) at the cabin for door 1.

I:door-stop DS2 [x.yy.z]

Default: not defined
Input for the initiation of a door-stop caused by a light barrier (hand protection) at the cabin for door 2.

O:Driving [x.yy.z]

Default: not defined
Definition of an output for the travel signal.

Dividing door	No
Dividing door	Yes >

Query whether partition doors are available. If yes, change to page 009 in order to parameterise those.

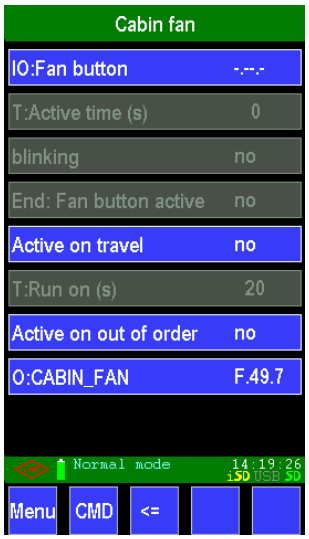
[Direct access: CMD -> 7009-> OK]

This setting is also available in Parameters – Doors.

Cabin fan	No
Cabin fan	Yes >

Query whether a car fan is to be activated. If "YES", change to the fan parameters page.

[Direct access: CMD -> 7134-> OK]



IO:Fan button [x.yy.z]

Default: not defined

Definition of an input for the fan button in the cabin operation panel.

T:Active time (s) [xxxx]

Value range: 0-999s; Default: 0

Determination of the time interval for which the fan is to run when the button is activated. When this time interval elapses, the fan is turned off.

IO:blinking [Y/N]

Value range: Yes/No; Default: No

Query whether the background-light (the acknowledgment signal) of the activated fan-button shall flash or not.

End: fan button active [Y/N]

Value range: Yes/No; Default: No

Query whether the fan button must be pressed to terminate the process.

Active on travel [Y/N]

Value range: Yes/No; Default: No
Query whether the fan is to run automatically during each travel.

T:Run on (s) [xxxx]

Dalue range: 0-999s; Default: 0
Determination of the time interval for which the fan is to continue running after the car has stopped.

Active on out of order [Y/N]

Value range: Yes/No; Default: No
Query whether the fan is to maintain running in the event of an error, such as e.g. “Out of order”.

O:Cabin Fan [x.yy.z]

Default: F.48.7 / F.49.7 (depending on the software status or APO-version)
Definition of an output for switching the cabin fan.

Autom. hinged apron No
Autom. hinged apron Yes >

Query whether the automatic hinged apron is to be controlled. If "YES", change to the automatic hinged apron parameters page.

[Direct access: CMD -> 7070-> OK]

O:Apron side D1 [x.yy.z]

Default: not defined
Definition of the output for controlling (folding out) the hinged apron of door side 1.
This is a function specific to lifts with too small pit depths.

In case of an UCM, this output is deactivated automatically so that the apron's holding magnet is no longer energised and the apron unfolds in consequence of this. This procedure is necessary, since the cabin might be standing too high, thus creating a potentially dangerous situation when releasing passengers.

O:Apron side D2 [x.yy.z]

Default: not defined
Definition of the output for controlling the hinged apron of door side 2. The functioning is identical to the one described for apron side D1.

I:Apron side D1 [x.yy.z]

Default: not defined
Input for reporting to the controller, that the apron on DS1 is retracted.

I:Apron side D2 [x.yy.z]

Default: not defined
Input for reporting to the controller, that the apron on DS2 is retracted.

Dist. limit to drive (mm) [xxxx]

Default: 1500mm
Definition of the distance between cabin and pit (millimetres) at which the lift has to stop when travelling downwards in inspection or rescue-mode. Whenstopping, the installation shall report the message "Limit hinged apron reached". This distance should be selected in a manner which ensures that the apron can be lifted manually. Also, this value is decisive for ensuring that the magnet of the hinged apron can be controlled again after a reset. The software evaluation applies a tolerance of 50 mm to account for a possible upwards movement when stopping the cabin's rescue-mode travel.

Automatic reset [Y/N]

Value range: Yes/No Default: No
Query whether an automatic retraction travel is intended. A precondition for this function is the existence of proper aprons. In order to be able to activate this function, the shaft pit needs to be set to a small value and the parameter emergency release down must be set to "Yes".
Procedure: If under normal travel the inputs for the hinged apron do not apply, the cabin will automatically travel downwards until the apron is retracted and the inputs for hinged apron DS1 (DS2) apply.

Running lenght (mm) [xxx]

Value range: 0-100mm Default: 5
Set the distance which the cabin is to continue travelling when an automatic retraction travel is being carried out. This is intended for ensuring that e.g. the apron entirely aligns with the holding magnet.

I:Reset apron [x.yy.z]

Default: not defined
Definition of an input for the manual resetting of the hinged aprons. With this reset-signal, the holding magnet for the hinged aprons is being energized in order to hold the aprons after their retraction. This function however requires the lift to have reached the above described distance limit to drive.

I:Metro mode [x.yy.z]

Standard value: not assigned
Determination of an input serving to activate this operating mode. Here the landing calls will be deactivated, car calls will only be accepted and processed individually. The car call acceptance is delayed, i.e. the car call must be held for at least 5 seconds in order that the controller accepts it.

I:Finger guard [x.yy.z]

Standard value: not assigned
Input to prevent getting caught in opening telescopic doors.
If this input is activated in normal operation, the doors will close immediately with highest priority.

O:Out of order [x.yy.z]

Default: not defined
Definition of an output to signal the out-of-order state in the car.

O:Full load [x.yy.z]

Default: not defined
Definition of an input for the full load signal; indicated e.g. on the display in the car.

O:Overload [x.yy.z]

Default: not defined
Definition of an input for the overload signal; indicated e.g. on the display in the car.

O:Acoust. signal [x.yy.z]

Default: not defined
Definition of an output to issue an acoustic signal.
Rings out in case of e.g. overload, fire emergency, ect.

O2:Direction up/down [x.yy.z]

Default: not defined
Definition of two outputs to indicate the travel direction (up/down). Display in the car on e.g. a luminous indicator field.

O:Acoust.sign.feedback[x.yy.z]

Default: F not defined, landing bus
Definition of the output for acoustic feedback of, inter alia, call buttons.

O2:Ongoing direction [x.yy.z]

Default: not defined
Definition of two outputs to indicate the travel continuation direction (up/down).

O:Door open text [x.yy.z]

Default: not defined
Determination of an output to signal, indicating that the door will open.

1.O:Car position [x.yy.z]

Default: not defined
Definition of an output address which determines from which bit location the car position is to be indicated. On the bus module page in the hand-held terminal, the letter "A" illustrates the subsequently necessary bits.
The car position is configured as follows:

CP 7-segment [Y/N]

Range of values: Yes/No standard value: No
Selection whether a 7-segment display should be triggered to show the car position. The remaining configuration parameters for this output mode are automatically set to "No".

CP code linear [Y/N]

Value range: Yes/No; Default : No
"Yes" issues the car position in linear mode.
The remaining configuration parameters for this output mode are automatically set to "No".

CP code binary [Y/N]

Value range: Yes/No; Default : No
"Yes" issues the car position as a binary code.
The remaining configuration parameters for this output mode are automatically set to "No".

CP code Gray [Y/N]

Value range: Yes/No; Default : No
"Yes" issues the car position as code Gray.
The remaining configuration parameters for this output mode are automatically set to "No".

Code starts with 1 [Y/N]

Value range: Yes/No; Default: Yes
The starting value can be set for all output modes. "Yes" begins with 1, "No" begins with 0.

CP 9-segment [Y/N]

Range of values: Yes/No standard value: No

Selection whether a 9-segment display should be triggered to show the car position. The remaining configuration parameters for this output mode are automatically set to “No”.

O:Arrival gong [x.yy.z]

Default: not defined

Definition of an output for an arrival gong

O:Gong up/down [x.y.z]

Default: not defined

Definition of an output for a gong (up/down).

O: On going direct. gong [x.y.z]

Default: not defined

Definition of an output for an ongoing-direction gong

O:Close door (TXT) [x.yy.z]

Default: not defined

Definition of an output which serves to report that the cabin doors are trying to close.

O: trigger speech [x.yy.z]

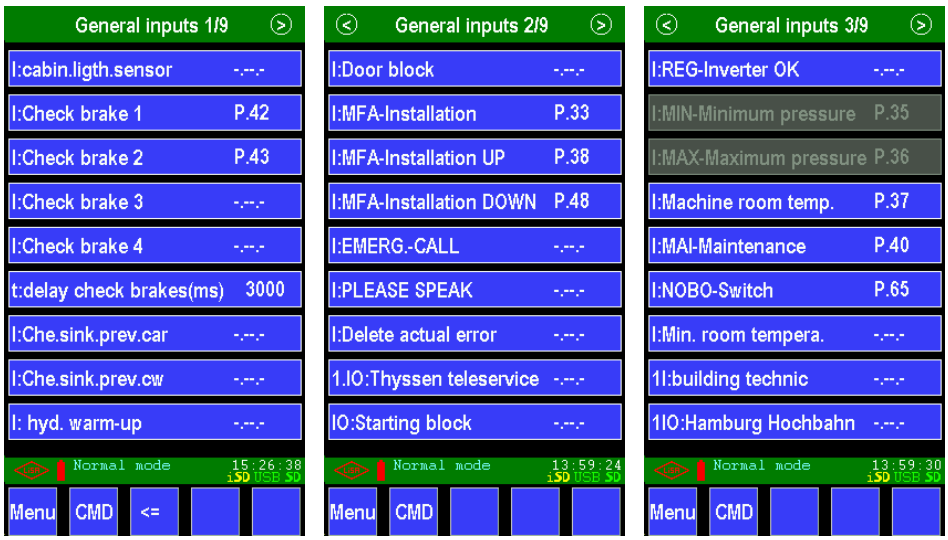
Default: not defined

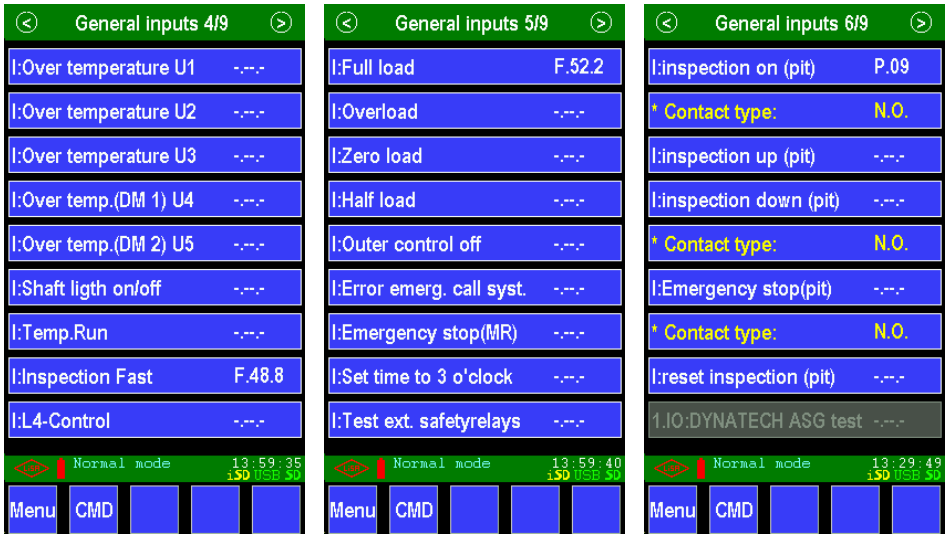
Definition of an output for controlling a conventional voice response. In order to release the voice response, the output is switched active for 3 seconds each.

General inputs >

Change to page 130 to define general inputs.

[Direct access: CMD -> 7130 -> 7132 -> 7200 -> 7201 -> 7145 -> 7212 ->7233 -> 7246 -> 7259 -> OK]





I:cabin.light.sensor [x.yy.z]

Default: not defined

Definition of an input for monitoring the cabin light via an external sensor (p.028)

I:Check brake 1 [x.yy.z]

Default: not defined

Definition of an input to monitor the correct opening and closing of brake 1 during travel. Brake 1 is controlled by the inverter.

The monitoring activates after the beginning of travel and henceforth surveils the brake. (see also parameter delay)

I: Check brake 2 [x.yy.z]

Default: not defined

Definition of an input to monitor the correct opening and closing of brake 2 during travel. Brake 2 is controlled by the inverter. (As for brake 1)

I: Check brake 3 [x.yy.z]

Default: not defined
Definition of an input to monitor the correct opening and closing of brake 3 during travel. Brake 3 is controlled by the inverter. (As for brake 1)

I: Check brake 4 [x.yy.z]

Default: not defined
Definition of an input to monitor the correct opening and closing of brake 4 during travel. Brake 4 is controlled by the inverter. (As for brake 1)

t:delay check brakes(ms)[xxxx]

Standard value: 3000
Waiting time after the start until the check of the brake contacts is performed in order to avoid error messages caused by the opening time of the brakes.

I:Che.sink.prev.car [x.yy.z]

Standard value: not assigned
Determination of an input for the control of a car drop prevention.

I:Che.sink.prev.cw [x.yy.z]

Standard value: not assigned
Determination of an input for the control of a counterweight drop prevention.

I:hyd. warm-up [x.yy.z]

Standard value: nicht belegt
Determine an input to consider a temperature switch in order that no unnecessary warm-up travel is carried out in warm temperatures.

I:Door block [x.yy.z]

Default: not defined
Definition of an input for monitoring the blocking of the doors.

I:MFA-Installation [x.yy.z]

Default: P.33
Definition of an input for the activation of an installation run.

I:MFA-installation UP [x.yy.z]

Default: not defined
Definition of an input for controlling the installation run in upwards direction.

I:MFA-installati. DOWN[x.yy.z]

Default: not defined
Definition of an input for controlling the installation run in downwards direction.

I:EMERG.-CALL [x.yy.z]

Default: not defined
Definition of an input which serves to activate an emergency call.

I:PLEASE SPEAK [x.yy.z]

Default: not defined
Definition of an output signalling to speak during an emergency call.

I:Delete actual error [x.yy.z]

Default: not defined
Definition of an input for deleting the active errors, e.g. via a monitoring center.
For this, the error needs to be rectified already.

1.IO:Thyssenteleservice[x.yy.z]

Default: not defined
Definition of the first IO for the Thyssen teleservice. Thus, 16 subsequently following IOs are assigned as follows:

1. Output Inspection (active when inspection is switched on)
2. Output Travel (active when lift is traveling)
3. Output1 Door completely open
4. Output2 door completely open
5. Output collective fault message
6. Output voltage monitoring (active when there is no phase error)
7. Output lift travels up (active when lift travels in upward direction)
8. Output lift travels down (active when lift travels in downward direction)
9. Input door open teleservice (in case of 2 door sides both are being opened)
10. Input call into lowest landing (door masks are being considered)
11. Input call into highest landing (door masks are being considered)
12. Output lift in zone (active when the car is located within the zone)
13. Free
14. Input door open teleservice (in case of 2 door sides both are being opened)
15. Output foor open (turns active with door open signal door1 or 2)
16. output cabin light switched off (turns active when the controller switches off the cabin light)

I0:Starting block [x.yy.z]

Default: not defined
Definition of an I/O for blocking the simultaneous start-up in the case of multiple installations. For this purpose, this I/O must be programmed at each installation and connected to the corresponding I/Os of the other installations. If now any installation is to start travelling, the remaining installations will be blocked from start-up for 3 seconds.

I:REG Inverter OK [x.yy.z]

Default: P.34
Definition of an input to signal the regulator's operational readiness.

I:MIN-Minimum press. [x.yy.z]

Default: P.35
Definition of an input to monitor the minimum pressure sensor.

I:MAX-Maximum press.[x.yy.z]

Default: P.36
Definition of an input to monitor the maximum pressure sensor.

I:Machine room temp. [x.yy.z]

Default: P.37
Definition of an input to monitor the machine room temperature.

I:MAI-Maintenance [x.yy.z]

Default: P.40
Definition of an input for switching to maintenance.

I:NOBO-switch [x.yy.z]

Default: P.65
Definition of an input for the NoBo switch. This input deactivates the outer control and the doors remain closed.

I:Min. room tempera [x.yy.z]

Default: not defined
Definition of an input for monitoring the minimum room temperature.

1.I:building technic. [x.yy.z]

Default: not defined
Definition of the 1. input for the building services; 8 successional I/Os are being assigned. With these inputs it is possible to transmit 8 different status signals, e.g. via the MS-Digifon. For this purpose, the statuses 200-207 are currently reserved at the MS-Digifon.

1.IO:Hamburg Hochbn. [x.yy.z]

Standard value: not assigned
Determine the first input for a special function of Hamburg Hochbahn; 3 consecutive I/Os are assigned.
This special function serves to lock the lift from the service centre. If a landing call is made, this fact is reported to the service centre. The service centre has 60 seconds time to enable this call, otherwise (after this time has lapsed) it will be deleted.

I:Over temperature U1 [x.yy.z]

Default: P.49
Definition of an input to monitor over temperature 1 (motor).
When the permissible temperature is exceeded, the installation will stop in the next possible landing. It will resume operation after cool-down.
Over temperature is controlled for all normal travels as well as for inspection runs.

I:Over temperature U2 [x.yy.z]

Default: P.50
Definition of an input to monitor over temperature 2 (motor or oil).
Functioning principle identical to the one described for U1.

I:Over temperature U3 [x.yy.z]

Default: not defined
Definition of an input to monitor over temperature 3. For monitoring further components, the functioning principle is identical to U1.

I:Over temperature U4 [x.yy.z]

Default: not defined
Definition of an input to monitor over temperature 4. For monitoring further components, the functioning principle is identical to U1.

I:Over temperature U5 [x.yy.z]

Default: not defined
Definition of an input to monitor over temperature 5. For monitoring further components, the functioning principle is identical to U1.

I:Shaft light on/off [x.yy.z]

Default: not defined
Definition of an input for an additional shaft light switch.

I:Temp. run [x.yy.z]

Default: not defined
Definition of an input for a temperature run.
Especially with glass-lifts under increased sun-exposure, it is possible that the air within the cabin heats up notably. Via the input temperature run it is thus possible to conduct runs between the lowest and the highest landing in order to achieve an exchange of air.

I:Inspection Fast [x.yy.z]

Default: F.48.8 / F.49.8 (depending on the software status or APO-version)
Definition of an input for the fast button of the inspection bulb if the standard input at the APO is not to be used.

I:L4-Control [x.yy.z]

Default: not defined
This parameter defines the input for monitoring the light voltage if the monitoring process is NOT to be conducted via the L4-connection at the LiSA relay board.
From software version V2.026C on, the logic has been changed, the input must now be assigned with -H if L4 is applied.

I:Full load [x.yy.z]

Default: not defined
Definition of an input for the full load signal.

I:Overload [x.yy.z]

Default: not defined
Definition of an input for the overload signal.

I:Zero load [x.yy.z]

Default: not defined
Definition of an input for the zero load signal.

I:Half load [x.yy.z]

Default: not defined
Definition of an input for the half load signal.

I:Outer control off [x.yy.z]

Default: not defined
Definition of the input to switch off the landing control.

I:Error emerg. call syst. [x.yy.z]

Default: not defined
Definition of an input for monitoring an emergency call system. If the input signal is not applied for at least 10 seconds, the failure of the emergency call system is indicated - as is the case if e.g. there is no GSM reception.

I:Emergency stop (MR) [x.yy.z]

Default: not defined
Definition of an input for an emergency-stop switch in the machine room.

I:Set time to 3 o‘clock [x.yy.z]

Default: not defined
Definition of an input for setting the time to 3 o’clock. Here one can connect a DCF-clock which will initiate the time synchronization at 3 o’clock via an impulse.

I:Test ext. safetyrelays [x.yy.z]

Default: not defined
Definition of an input for monitoring an external safety-circuit: The external safety circuit is connected to the landing zone signal for each landing and connected in series one below the other. When the lift is at the landing, the series-signal is interrupted. Outside of the zone, the series-signal is closed. The software keeps a check on the interruption in the zone and the overriding outside of the zone. Should the series-signal be interrupted outside of the zone in the landing, the error “ext. safety circuit active!” will appear, while the error “ext. safety circuit inactive” will appear if the signal should not open. In both error cases, a rope traction lift will be stopped at the next landing while a hydraulic lift will initiate an evacuation run in downward direction. Using rescue-mode, inspection or entering the 800-OK command resets the error.

I:Inspection on (pit) [x.yy.z]

Default: not defined
Definition of an input for an inspection-run on through the pit-control unit.

***contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether this contact is meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

I:Inspection up (pit) [x.yy.z]

Default: not defined
Definition of an input for an inspection-run upward through the pit-control unit.

I:Inspection down (pit) [x.yy.z]

Default: not defined
Definition of an input for an inspection-run downward through the pit-control unit.

***contact type [N.O/N.C]**

Range of values: N.O./N.C.
Selection whether the contacts of the up/down buttons in the pit control module are normally open (N/O) contacts or normally closed (N/C) contacts.

I:Emergency stop (pit) [x.yy.z]

Default: not defined
Definition of an input for an emergency stop initiated by the pit-control unit.

***Contact type [NO/NC]**

Range of values: N.O./N.C.
Selection whether the contacts of the emergency stop switch in the pit control module are normally open contacts (N.O.) or normally closed contacts (N.C.).

I:Reset inspection (pit) [x.yy.z]

Default: not defined
Determine an input for the inspection reset (pit) according to EN81-20. If this input is defined, it must briefly be activated after a completed (pit) inspection in order to get back to normal operation. A prerequisite for this is that the safety circuit is closed. In some cases it is not possible to assign this input to a key-operated switch or similar, then it can be programmed on the I/O of the call button in the pit access landing.
A reset sequence using the call button then serves to carry out the reset. In doing so, the button must pressed and held for at least 5 seconds, after a break of at least 3 seconds the button is pressed again and held for at least 5 seconds. After releasing the button, a successful reset is indicated by the button acknowledgement slowly flashing three times.

1.IO:Dynatech ASG test [x.yy.z]

Standard value: not assigned
Setting for a Dynatech ASG safety gear. This parameter can only be used in conjunction with a LiMAX33CP. 4 I/Os are assigned: two outputs to control the resetting coil and the holding coil, as well as two inputs for their monitoring switches. The controller automatically performs a test of this fall-arresting device every 24 hours as well as after a restart or reset.

Dynatech ASG test

-> only with Dynatech ASG safety gear <-
Start of the test routine for the Dynatech ASG fall-arresting device. Here the fall-arresting device is triggered and reset with the controller checking whether the monitoring contacts change their status correctly.

I:Rescue [x.yy.z]

Default: not defined
Definition of an input for the activation of the rescue-mode at a designated rescue-mode controller.

***contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether this contact is meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

I:Rescue UP [x.yy.z]

Default: not defined
Definition of an input for the activation of the rescue-mode UP at a designated rescue-mode controller.

I:Rescue DOWN [x.yy.z]

Default: not defined
Definition of an input for the activation of the rescue DOWN at a designated rescue-mode controller.

***contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether these contacts are meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.).

I:Brake 1 thickness [x.yy.z]

Standard value: not assigned
Determination of an input for the brake shoe wear monitoring. If assigned, the input must always be activated. A break contact must be provided – if the contact is open, the controller goes out of operation.

I:Brake 2 thickness [x.yy.z]

Standard value: not assigned
Determination of a 2nd input for the brake shoe wear monitoring.
Works like brake shoe wear monitoring 1

I:Brake 3 thickness [x.yy.z]

Standard value: not assigned
Determination of a 3rd input for the brake shoe wear monitoring.
Works like brake shoe wear monitoring 1

I/O:Prisoners transport [x.yy.z]

Standard value: not assigned

I:USV Defect [x.yy.z]

Standard value: not assigned
Determination of an input to monitor a UPS. If this input is activated, the system switches to the error state and the error message 187 “UPS failure” is put out.

I:Heavy load [x.yy.z]

Standard value: not assigned
Special function (Fraport) for the transport of cargo only to dedicated landings.
Specific door opening masks apply to this operating mode.

Floor mask >

Calling of the door opening masks of the “heavy load” operating mode

I:phase failure [x.yy.z]

Standard value: not assigned
The phase monitoring of the LiSA cannot work without a neutral conductor. In this case, this parameter can be used to specify an input for evaluating an external phase monitor.

I:Moving text (1) [x.yy.z]

Default: not defined
Definition of an input, at which a moving text with moving text number (see next parameter) needs to be displayed.
This rolling text has a **higher** priority than the standard texts.

Moving text number [xx]

Value range: 1-99 Default: 9
Number of the moving text which is to be displayed when the input is active.

I:Moving text (2) [x.yy.z]

Default: not defined
Definition of an input, at which a moving text with moving text number (see next parameter) needs to be displayed.
This rolling text has a **lower** priority than the standard texts.

Moving text number [xx]

Value range: 1-99 Default: 8
Number of the moving text which is to be displayed when the input is active.

I:Exclusive basem. call [x.yy.z]

Standard value: not assigned.
Definition of an input to call the lift, e.g. using a card reader.
New calls will be blocked, pending calls will still be processed. Landing calls remain blocked for the reservation time set after reaching the landing of the call or until after the first car call is processed.

T:Reservation Time (s) [xxx]

Value range: 10 – 200; Default: 60
Entry of the time in seconds during which the car remains reserved after the exclusive call and remains blocked off from landing calls.

I:Simulation mode [x.yy.z]

Standard value: not assigned
Definition of an input to activate the simulated operation (demo mode) of the system, e.g. in order to start a trial operation.

Max. travels simulation [xxx]

Range of values: 10-200s Standard value: 0

Preselection how many travels can be carried out in simulation mode.
Entering 0 means that the simulation mode is executed according to the defined simulation time (setting in the special functions).

I:Main switch [x.yy.z]

Standard value: not assigned
This input is only provided for remote monitoring using BACnet to detect the main switch position.

I:VU monitoring [x.yy.z]

Standard value: not assigned
Input to monitor the additional magnetic switch in the access monitoring if there is no emergency release contact in the lowest landing (special case).
If this input is programmed, it must switch at the same time as or within the defined distance from the bottom slow-down switch, otherwise the lift will shut down.

Distance (mm) [xxx]

Range of values: 1-99 Standard value: 650
Permissible distance +/- of the switching point in case of VU monitoring.

I:Disable Touch [x.yy.z]

Standard value: nicht belegt
Determine an input to block the touch function of the handheld terminal.

This may be necessary if the handheld terminal is accessible from outside the control cabinet.

FI:CP33 install. travel [x.yy.z]

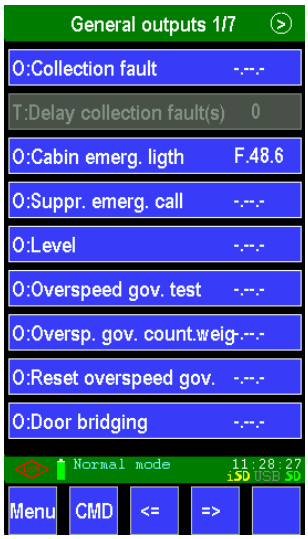
Standard value: not assigned

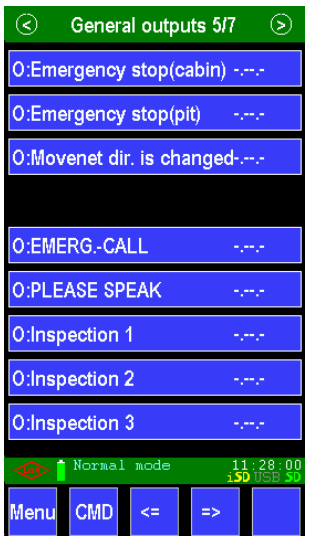
Only with LiMAX33CP; 2 consecutive I/Os are assigned for this purpose. These inputs serve to monitor an installation travel jumper on the car. Only one of the inputs must be active or inactive at a time, otherwise the error 208 will be put out.

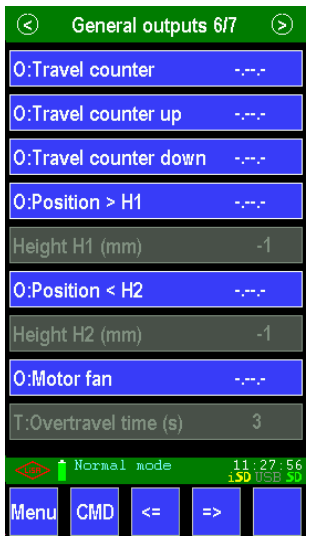
General outputs >

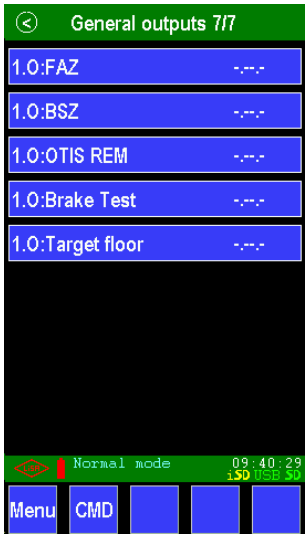
Change to page 146, which serves to definde the general outputs.

[Direct access: CMD -> 7146 -> 7187 -> 7198 -> 7199-> 7202 -> 7078 -> 7242 -> OK]









O:Collection fault [x.yy.z]

Default: not assigned
Definition of an output for general failure indication. If this output is programmed, it is activated by all failures preventing normal travel.

T: Delay collect. fault (s) [xxxx]

Value range: 0-99; Default: 0
Time in seconds to delay the tripping of a collective failure in order to avoid unnecessary failure messages.

O:Cabin emerg.light [x.yy.z]

Default: F.48.6
Output to switch the emergency light in the car.
From software version V2.026C on, this is no longer a fixed I/O but can be programmed freely.

O:Suppr.emerg. call [x.yy.z]

Default: not defined
Time in seconds for the delay of the collective fault output.
The emergency call is supressed when travelling with a velocity > 0,3 m/sec, when standing with open doors (active door-open limit switch), when the cabin is located within the zone as well as when the safety circuits SK3 and SK4 apply.

O:Level [x.yy.z]

Default: not defined
Determination of an output to signal the "level" state. The message is sent if the car is within the zone.

O:Overspeed gov. Test [x.yy.z]

Default: not defined
Definition of an output for activating the remote release coil at the overspeed governor.

O:Over.gov.count.wght.[x.yy.z]

Default: not defined
Definition of an output for the activation of the counter-weight governor.

O:Reset overspeed gov. [x.yy.z]

Default: not defined
Definition of an output for resetting the overspeed governor.

O:Door bridging [x.yy.z]

Default: not defined
Determination of an output for closing the door jumper circuit.
When the lift approaches under normal operation with a velocity < 300 mm/sec, the output (jumper relay) remains closed until the end of the travel signal. During both a relevelling process as well as approaching with pre-opening doors, the bridging is likewise conducted.
Exceptions: The output is not activated for inspection and rescue-mode travels!

O:Rescue [x.yy.z]

Default: not defined
Determination of an output to signal that the recall mode has been activated.

O:3Phase fault [x.yy.z]

Default: not defined
Determination of an output to signal that there is a phase error (wrong phase direction or missing phase).

t:delay (ms) [xxxx]

Value range: 0-9999 Default: 0
Delay time which elapses between the occurrence of a phase error until its recognition as such. The phase monitoring operates independently from the fact whether an output for phase error is programmed.

O:V0/DOWN [x.yy.z]

Default: not defined
Defining an output for controlling the relay V0/ Ab. This output was established to be compatible with previous LISA10 controllers.

- For hydraulic lifts, this output is only active when driving downwards.
- For traction lifts, this output is equal to V0.

O:Out of order 1 [x.yy.z]

Default: not defined
Definition of the first output to signal the out-of-order state.

O:Out of order 2 [x.yy.z]

Default: not defined
Definition of the second output to signal the out-of-order state.

O:out of order 3 [x.yy.z]

Default: not defined
Definition of the third output to signal the out-of-order state.

O:Shaft VO [x.yy.z]

Default: not defined
Definition of an output for reporting that the deceleration point up (=pre-limit switch up) has been reached.

O:Shaft VU [x.yy.z]

Default: not defined
Definition of an output for reporting that the deceleration point down (=pre-limit switch down) has been reached.

O: v> limit [x.yy.z]

Default: not defined
Determination of an output to signal that the speed is currently exceeding the rated speed.

O:V > 0,3 m/s [x.yy.z]

Default: not defined
The output is activated if the current speed exceeds 0.3 m/s.

O:speed Vn [x.yy.z]

Default: not defined
The output is activated when the rated speed is reached.

O:In order [x.yy.z]

Default: not defined
Determination of an output to signal normal operation.

O:Safety brake [x.yy.z]

Default: not defined
Definition of an output which activates a safety brake (NBS) in rope traction lifts with gear when the inverter does not supply appropriate outputs/contacts (e.g. inverter with integrated main contactors.)

t:delay (ms) [xxxx]

Value range: 0-2999 Delay: 1500
Definition of the delay time for the safety brake. The delayed initiation of the safety brake is meant to reduce noise emission.

O:Reset inverter [x.yy.z]

Default: not defined
Definition of an output for restarting the frequency inverter.

O:shaft light on/off [x.yy.z]

Default: not defined
Definition of an output for switching the shaft light, e.g. using a relay. During the switching procedure, switching on/off is being conducted at an impulse length of appr. 500 ms.

O:CAB.Is In SAFE ZONE [x.yy.z]

Default: not defined
Definition of an output for reporting „Zone“. The message is issued when the cabin is located within the zoneand the signal transmitter-center has responded.

O:Deceleration point [x.yy.z]

Default: not defined
Determination of an output to signal the deceleration point when switching from rated speed to a slower velocity.

O:v0 offpoint [x.yy.z]

Default: not defined
Determination of an output to signal that speed v0 is decreasing.

O:brake overmovement[x.yy.z]

Default: not defined
Determination of an output to signal the brake over-excitation.

t:on delay (ms) [xxxx]

Value range: 0-9999; Default: 800
Determination of the delay in ms with which the starting torque is to be activated.

O:Temp. Run [x.yy.z]

Default: not defined
Definition of an output to report that the lift is conducting a temperature run.

O:Driving (1) [x.yy.z]

Default: not defined
Definition of an output to report that the lift is travelling (is supplied with the driving signal).

O:Driving (2) [x.yy.z]

Default: not defined
Definition of an output to report that the lift is travelling (is supplied with the driving signal).

O: hinged stanchion [x.yy.z]

Default: not defined
Definition of an output which serves to control a hinged stanchion.

O:emerg. stop (cabin) [x.yy.z]

Default: not defined
Definition of an output which serves to report that the emergency stop was initiated from the cabin.

O:emerg. stop (pit) [x.yy.z]

Default: not defined
This parameter corresponds to the emergency stop cabin; it is however applied to the pit to ensure a differentiation of the initiation location.

O:Movem. dir. is chang.[x.yy.z]

Default: not defined
Definition of an output which turns active with each change of direction in order to control a counter (also when relevelling or at inspection run). This is necessary for lifts that entail components which are only allowed to perform a limited number of runs/changes in direction, such as e.g. plastic ropes.

O:EMERG.- CALL [x.yy.z]

Default: not defined
Definition of an output which serves to indicate the emergency call.

O:PLEASE SPEAK [x.yy.z]

Default: not defined
Definition of an output which signals the necessity to speak during an emergency call.

O:Inspection 1 [x.yy.z]

Default: not defined
Definition of the first output which serves to signal an active inspection.

O: Inspection 2 [x.yy.z]

Default: not defined
Definition of the second output which serves to signal an active inspection.

O: Inspection 3 [x.yy.z]

Default: not defined
Definition of the third output which serves to signal an active inspection.

O:Travel counter [x.yy.z]

Default: not defined
Definition of an output for travel counter indication.
Under the menu item “Special” – “Maintenance interval” the settings for travel counting are parameterized.

O: Travel counter UP [x.yy.z]

Definition of a pulse output for travel counter indication in upwards direction.

Under the menu item “Special” – “Maintenance interval” the settings for travel counting are parameterized.

O: Travel count. DOWN [x.yy.z]

Definition of a pulse output for travel counter indication in downwards direction.
Under the menu item “Special” – “Maintenance interval” the settings for travel counting are parameterized.

O:Position >H1 [x.yy.z]

Default: not defined
Definition of an output which serves to report that the cabin is located above the programmed height H1.
This message may be used for multiple purposes, such as e.g. switching on a light.

Height H1 (mm) [xxxx]

Value range: 0-999999 mm
Definition of height H1.

O:Position <H2 [x.yy.z]

Default: not defined
Definition of an output which serves to report that the cabin is located below the programmed height H2.

Height H2 (mm) [xxxx]

Value range: 0-999999mm
Definition of height H2.

O: Motor fan [x.yy.z]

Default: not defined
Adress-output via which the motor fan (preselection relay) is enabled.

T:Overtravel time (s) [xxx]

Value range: 0-9999s; Default: 3
Overrun time of the motor fan in s.

FO:FAZ [x.yy.z]

Standard value: not assigned
Output of the travel counter for direct connection of a binary display. When entering the first output, 16 consecutive I/Os are assigned for this purpose.

FO:BSZ [x.yy.z]

Standard value: not assigned
Output of the operating hours counter for direct connection of a binary display. When entering the first output, 16 consecutive I/Os are assigned for this purpose.

1.O:OTIS REM [x.yy.z]

Standard value: not assigned

1. Output for the OTIS REM lift attendant module. 3 consecutive outputs are programmed especially for the OTIS REM:

1. BUT: travel command present
2. CPR: travel without travel command and without opening the doors (parking travel down)
3. NORM: Normal operation

1.O:Brake test [x.yy.z]

Standard value: not assigned

Special brake test only for Kone MX drives; 2 outputs are assigned.

1.O:Target floor [x.yy.z]

Standard value: not assigned

Special output to display the destination landing. By entering the 1st target floor output, consecutive I/Os corresponding to the number of landings are assigned.

This display is static and remains unchanged even if the destination is changed during the travel. It is updated only when a new travel is started.

Transfer IO

Selection of various transfer inputs and outputs.

[Direct access: CMD -> 7193 -> 194 -> OK

With transfer-IO it is possible to transmit signals between car and machine room or landing without using additional travelling cable cores.

Using the transfer I/Os 1-6, one individual transfer I/O can be determined; the parameter 1.I:Transfer serves to determine the first I/O of any number of consecutive transfer I/Os. In this process, I/Os with addresses less than 48 on the landing bus are created with one I/O each on the bus module. In case of addresses greater than 48, the I/Os are arranged in a directly consecutive series.

The parameter L.I:Transfer serves to determine the last I/O of the sequence.

1.I:Transfer [x.yy.z]

Standard value: not assigned

Serves to determined the first input of a block with any number of consecutive transfer I/Os.

L.I:Transfer [x.yy.z]

Standard value: not assigned

Determine the last input of a series of consecutive transfer I/Os.

1.O:Transfer [x.yy.z]

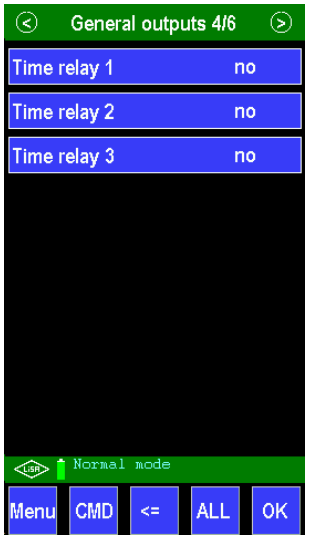
Standard value: not assigned

Determine the first output of a block of consecutive transfer I/Os.

Time relay >

Change to page 213m where the time relays are being defined.

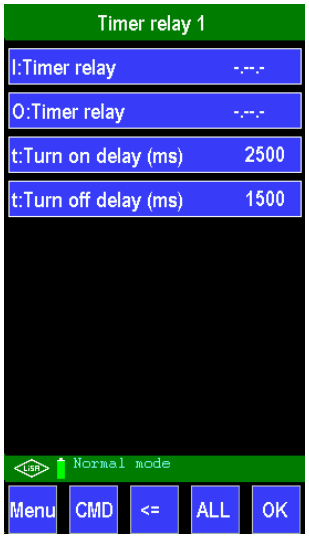
[Direct access: CMD -> 7213 -> OK]



Timer relay 1 No
Timer relay 1 Yes >

Change to the timer relay parameters page for time relay 1.

[Direct access: CMD -> 7191 -> OK]



I:Timer relay [x.yy.z]

Default: not defined
Definition of an input to enable a software-operated timer function.

O:Timer relay [x.yy.z]

Default: not defined
Definition of an output which serves to operate the timer function with the following parameters. Precondition: Activation via the input for time control.

t: Turn on delay (ms) [xxxx]

Value range: 0-9999; Default: 2500
Definition of the delay (in milliseconds) after which the output is switched on when the input signal is applied.

t:Turn off delay (ms) [xxxx]

Value range: 0-9999; Default: 1500
Definition of the delay (in milliseconds) after which the output is switched off when the input signal is applied.

Timer relay-2 No
Timer relay-2 Yes >

Parameterisation and function correspond to the above-mentioned timer relay 1.
[Direct access: CMD -> 7191 -> OK]

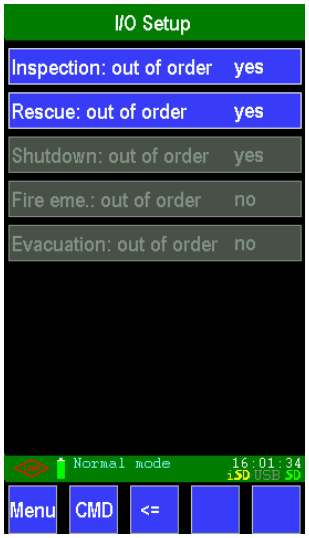
Timer relay-3 No
Timer relay-3 Yes >

Parameterisation and function correspond to the above-mentioned timer relay 1.
[Direct access: CMD -> 7191 -> OK]

I/O Setup >

Change to page 074 to configure all inputs/outputs.

[Direct access: CMD -> 7074-> OK]



Inspection: out of order [Y/N]

Value range: Yes/No; Default: Yes

YES enables all "out-of-order" outputs also in case of inspection.

Rescue: out of order [Y/N]

Value range: Yes/No; Default: Yes

YES enables all "out-of-order" outputs also in case of recall.

Shutdown: out of order [Y/N]

Value range: Yes/No; Default: Yes

YES enables all "out-of-order" outputs also in case of shutdown.

Fire eme.: out of order [Y/N]

Value range: Yes/No; Default: Yes

YES enables all "out-of-order" outputs also in case of fire emergency.

Evacuation: out of order [J/N]

Range of values: Yes/No Standard value: No

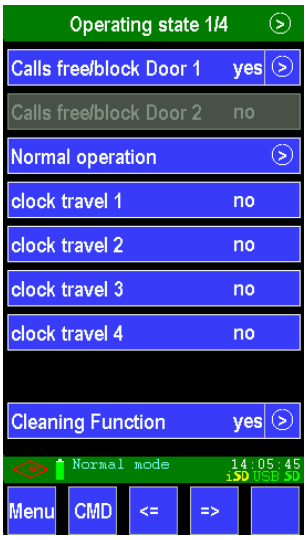
[=Yes] serves to activate all “out of order” outputs even in the event of evacuation.

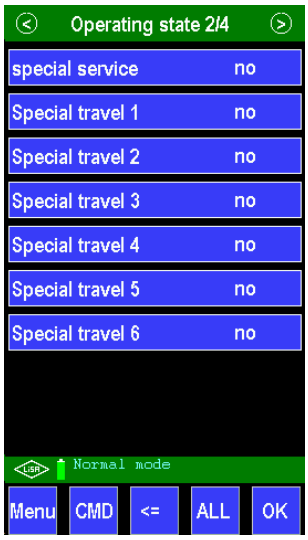
1.7. Parameters – Operating state

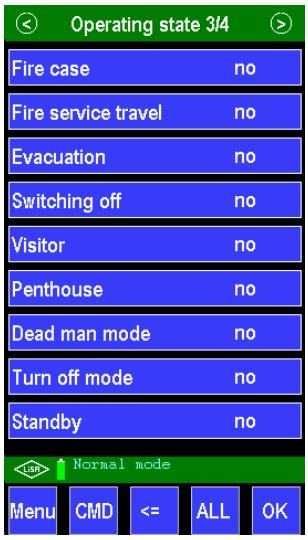
All states during operation are defined by the operating states (see pictures below). By activating the operating states you can enable or disable accesses and calls, invert door parking positions, change parking levels or activate actions.

Order or priority from lowest to highest:
Normal operation -> Special travel 1 -> Special travel 2 -> Special travel 3 -> Special travel 4 -> Special travel 5 -> Special travel 6 -> Evacuation -> Fire case -> Fire service travel -> Shutdown

[Direct access: CMD -> 7032 -> 7085 -> 7033 -> 7157-> OK]



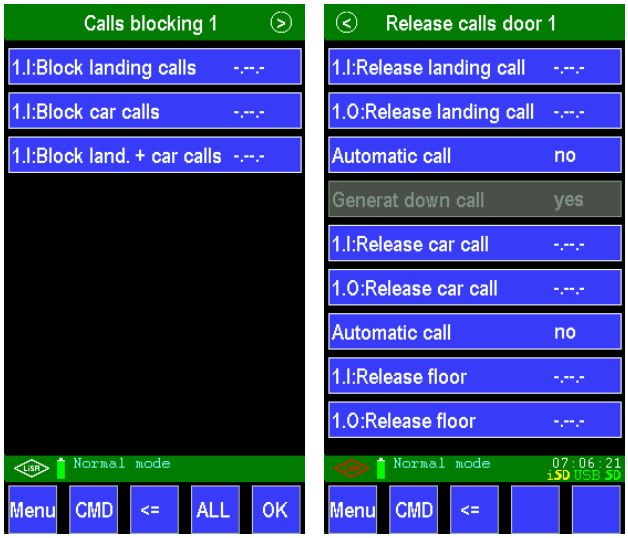




Calls free/block Door 1 NO
Calls free/block Door 1 YES >

Query whether calls (landings) are released or blocked. Select "NO" to switch to "YES".
Press > to go to pages with call release parameters (page 40 or 185).

[Direct access: CMD -> 7040 bzw. 7185 -> OK]



1.I:Block landing calls [x.yy.z]

Default: not defined

Definition of the first input, i.e. depending on the number of landings there are further inputs to block landing calls, if activated.

1.I:Block car calls [x.yy.z]

Default: not defined

Definition of the first input, i.e. depending on the number of landings there are further inputs to block car calls, if activated.

1.I:Block land. + car calls [x.yy.z]

Default: not defined

Definition of the first input, i.e. depending on the number of landings there are further inputs to block landings, if activated.

1.I:Release landing call [x.yy.z]

Default: not defined

Definition of the first input, i.e. depending on the number of landings there are further inputs to release landings (landing call push button), if activated.

1.O:Release landing call[x.yy.z]

Default: not defined

First output which serves to report that this landing call is released. Depending on the number of landings there are further outputs which are intended to report that the respective landing call is released.

Automatic call Y/N

Value range: Yes/No; Default: No

If landing calls are released (e.g. by using a key-operated switch), this landing is called automatically with “Yes”.

Generate down call No

Range of values: Yes/No standard value: No
If the parameter “Automatic call” is set to “Yes” in order to enable the car calls, an upward call is generated by default. If a downward call should be generated instead, this parameter must be set to “Yes”.

1.I:Release car call [x.yy.z]

Default: not defined
Definition of the first input, i.e. depending on the number of landings there are further inputs to release landings (car call push button), if activated.

1.O:Release car call [x.yy.z]

Default: not defined
First output which serves to report that this car call is released. Depending on the number of landings there are further outputs which are intended to report that the respective car call is released.

Automatic call Y/N

Value range: Yes/No; Default: No
If landing calls are released (e.g. by using a key-operated switch), this landing is called automatically with “Yes”.

1.I:Release floor [x.yy.z]

Default: not defined
Definition of the first input, i.e. depending on the number of landings there are further inputs to release landings, if activated.

1.O: Release floor [x.yy.z]

Default: not defined
First output which serves to report that this landing is released. Depending on the number of landings there are further outputs which are intended to report that the respective floor is released.

Note: In order to be effective, releases must be activated under normal operation or clock travel respectively. For this the parameter “lock or unlock doors” must be set to YES and correspond to the respective sub menu.
Direct access via CMD -> 7079 (normal operation) and 7090 (clock travel)

Calls free/block Door 2 NO
Calls free/block Door 2 YES >

Query whether calls (landings) are released or blocked. Select "NO" to change to "YES".
Press > to go to pages with call release parameters door side 2 (page 41 or 186).
[Direct access: CMD -> 7041 or 7186 -> OK]

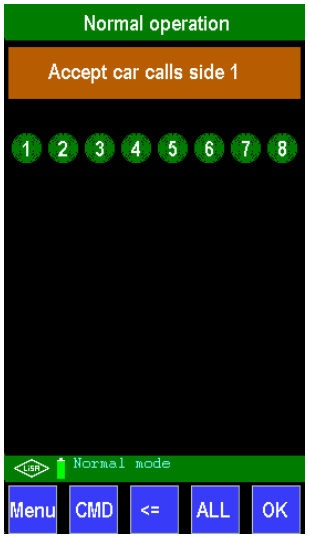
Normal operation >

Change to page 80 which serves to define the „normal operation“.

[Direct access: CMD -> 7080 or 7079 -> OK]

Car calls side 1 >

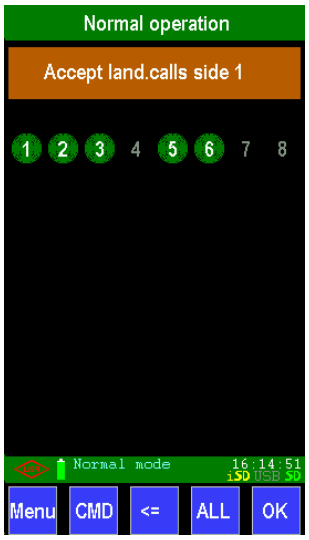
Change to the page with car call masks of door side 1. Accesses shaded in green are enabled. [Direct access: CMD -> 7100-> OK]



The "ALL" button serves to select/unselect all landings if pressed repeatedly. Change the car call acceptance individually by pressing the landing number. Do not forget to save any changes using "OK".

Landing calls side 1 >

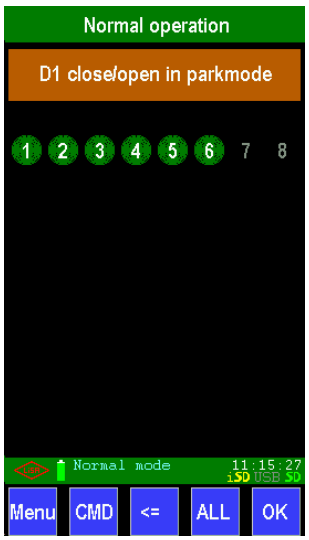
Change to the page with landing call masks of door side 1. Accesses shaded in green are enabled.



The "ALL" button serves to select/unselect all landings if pressed repeatedly. Change the landing call acceptance of door side 1 individually by pressing the landing number. Do not forget to save any changes using "OK".

Door parking side 1 >

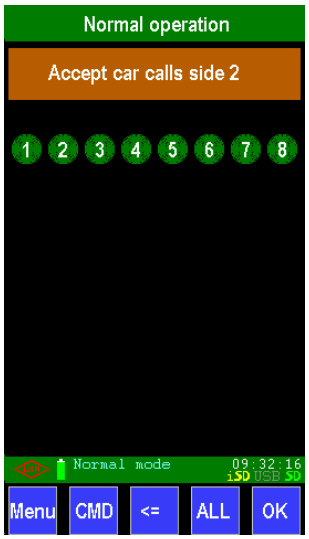
Change to the page with door parking mask of door side 1. Accesses shaded in green means parking with closed doors.



The "ALL" button serves to select/unselect all landings if pressed repeatedly. Change the parking mode individually by pressing the landing number. Do not forget to save any changes using "OK".

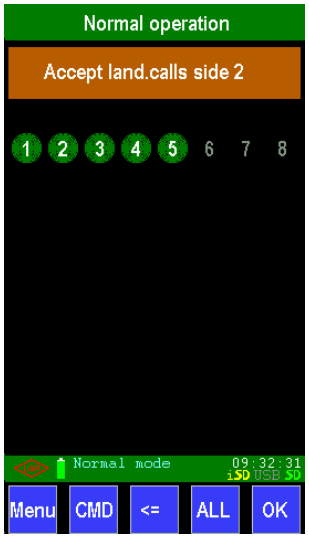
Car calls side 2 >

Change to the page with car call masks of door side 2. Accesses shaded in green are enabled. For explanations see car call acceptance of door side 1.



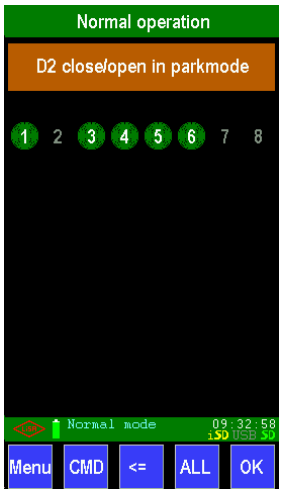
Landing calls side 2 >

Change to the page with landing call masks of door side 2. Accesses shaded in green are enabled. For explanations see landing call acceptance of door side 1.



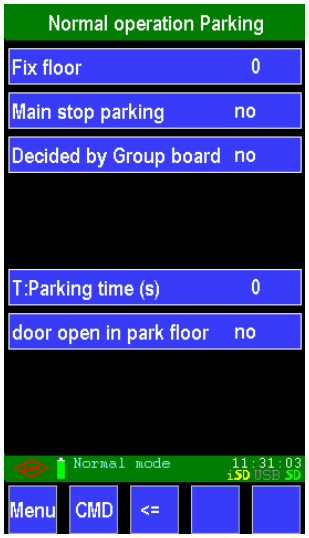
Door parking side 2 >

Change to the page with door parking masks of door side 2. Accesses shaded in green means parking with closed doors. For explanations see door parking position of side 1.



Parking y/n >

Query regarding the parking option. Selecting “YES” changes to the pages for defining the parking functions. [Direct access: CMD -> 7087 -> OK]



Fix floor xxxx

Value range: 0 - max.landings; Default: 0=deactivated
Definition of the fixed parking landing’s number.

Main stop parking [Y/N]

Value range: Yes/No; Default: No
Query whether the lift is to park in the main landing.

Decided by Group board [Y/N]

Value range: Yes/No; Default: No

Query whether the distribution for parking this system is to be made by the group controller.

T:Parking time (s) xxxx

Value range: 0-999; Default:

Definition of the time interval necessary for approaching the parking landing. When this time period has elapsed after the last travel, the lift goes to the parking position.

Door open in park floor Y/N

Value range: Yes/No; Default: No

Query whether the doors are to be opened after having approached the targeted parking landing.

Lock or unlock doors Y/N

Value range: Yes/No; Default: No

Determine whether the call release as indicated on page 185 or 186 (for D2) should hold for an active normal operation.

When YES is selected, pushing the arrow button will give access to a table for performing the respective settings.

Floor forced stop up xxxx

Value range: 0 – max. landings; Default: 0=deactivated

Definition of a landing where the lift is always stopped when travelling upwards.

Floor forced stop down xxxx

Value range: 0 – max. landings; Default: 0=deactivated

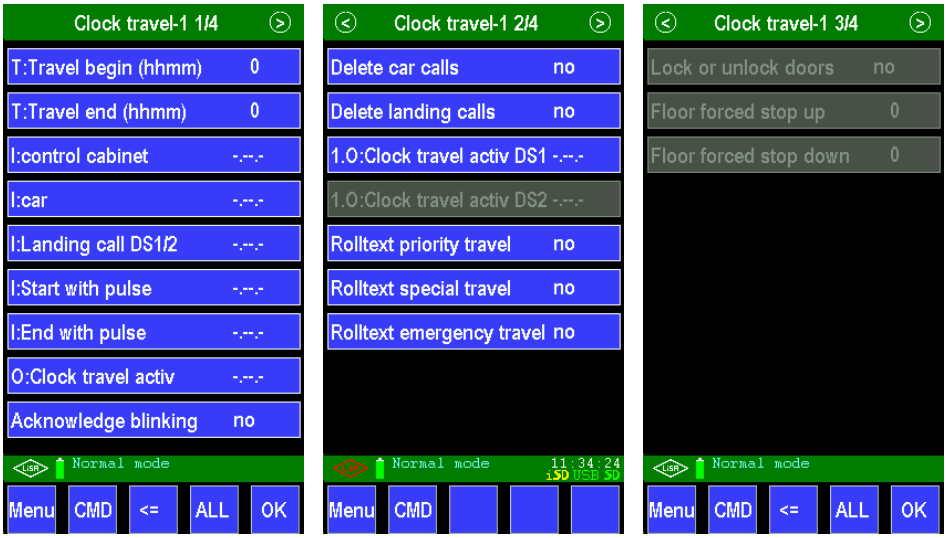
Definition of a landing where the lift is always stopped when travelling downwards.

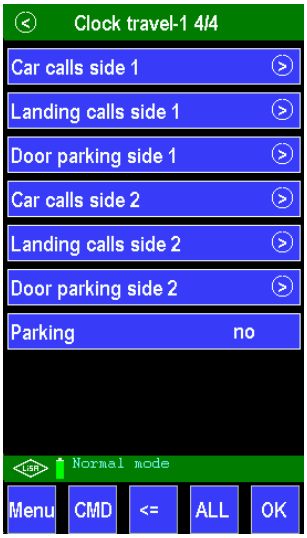
Clock travel 1 NO
Clock travel 1 YES >

Change to page 86 to define "clock travel 1".

Note: The direct access via entry on the settings page for clock travel 1-4 is only possible if the respective clock travel has been activated with “Yes” in the operating state settings (CMD 7032).

[Direct access: CMD -> 7086 -> 7089 -> 7090 -> 7092-> OK]





T:Travel begin (hhmm) xxxx

Value range: 0000 – 2359; Default: 0

Definition of the clock travel starting time in hours and minutes.

T:Travel end (hhmm) xxxx

Value range: 0000 – 2359; Default: 0

Definition of the clock travel end time in hours and minutes.

I:Control cabinet [x.yy.z]

Default: not defined

Definition of the input in the control cabinet to activate the clock travel.

I:Car [x.yy.z]

Default: not defined

Definition of the input in the car to activate the clock travel.

I:Landing call DS1/2 [x.yy.z]

Default: not defined
Definition of a landing call input to activate the clock travel.

I:Start with pulse [x.yy.z]

Default: not defined
Definition of an input for starting the clock travel. Here, a short push on the button suffices for activation. At this input the clock travel remains in operation until the signal reaches “I:End with pulse”.

I:End with pulse [x.yy.z]

Default: not defined
Definition of an input for ending a clock travel. The start was initiated previously by the “I:Start with pulse” signal.

O:clock travel active [x.yy.z]

Default: not defined
Definition of an output to display the clock travel. If the parameter “Acknowledge blinking” is activated as well, this signal is switched on/off in one second intervals, thereby indicating the activated clock travel.

Acknowledge blinking [Y/N]

Value range: Yes/No; Default: No
Under default setting (No), an active clock travel is displayed on all outputs listed.
When “Yes” is chosen, the output “O:Clock travel activ” changes in one second intervals. The remaining outputs are not affected.

Delete car calls [Y/N]

Value range: Yes/No; Default: No
Determination whether car calls are to be deleted when the clock travel is activated.

Delete landing calls [Y/N]

Value range: Yes/No; Default: No
Determination whether landing calls are to be deleted when the clock travel is activated.

1.O:Clock travel act.DS1[x.yy.z]

Default: not defined
Definition of the first output to indicate the active clock travel on door side 1.

1.O:Clock travel act.DS2[x.yy.z]

Default: not defined
Definition of the first output to indicate the active clock travel on door side 2.

Rolltext priority travel [Y/N]

Value range: Yes/No; Default: No

Definition, whether in case of an active clock travel, the priority travel scrolling text is to be displayed. By setting the parameter to “Yes”, the remaining options change to “No” automatically.

Rolltext special travel [Y/N]

Value range: Yes/No; Default: No
Definition, whether in case of an active clock travel, the special travel scrolling text is to be displayed. By setting the parameter to “Yes”, the remaining options change to “No” automatically.

Rolltext emergency travel [Y/N]

Value range: Yes/No; Default: No
Definition, whether in case of an active clock travel, the emergency travel scrolling text is to be displayed. By setting the parameter to “Yes”, the remaining options change to “No” automatically.

Lock or unlock doors [Y/N]

Value range: Yes/No; Default: No
Determine whether the call release as indicated on page 185 or 186 (for D2) should hold for an active clock travel.
When YES is selected, pushing the arrow button will give access to a table for performing the respective settings.

Floor forced stop up [xx]

Value range: 0 – max. landings; Default: 0=deactivated
Definition of the landing where the lift is to stop when going upwards.

Floor forced stop down [xx]

Value range: 0 – max. landings; Default: 0=deactivated
Definition of the landing where the lift is to stop when going downwards.

Car calls side 1 >

Change to the page with car call masks of door side 1. Accesses shaded in green are enabled. Same settings apply as under normal operation.

Landing calls side 1 >

Change to the page with landing call masks of door side 1. Accesses shaded in green are enabled. Same settings apply as under normal operation.

Door parking side 1 >

Change to the page with door parking masks of door side 1. Accesses shaded in green means parking with closed doors. Same settings apply as under normal operation.

Car calls side 2 >

Change to the page with car call masks of door side 2. Accesses shaded in green are enabled. Same settings apply as under normal operation.

Landing calls side 2 >

Change to the page with landing call masks of door side 2. Accesses shaded in green are enabled. Same settings apply as under normal operation.

Door parking side 2 >

Change to the page with door parking masks of door side 2. Accesses shaded in green means parking with closed doors. Same settings apply as under normal operation.

Parking NO
Parking YES >

YES changes to the parking parameters configuration page. Same settings apply as under normal operation.

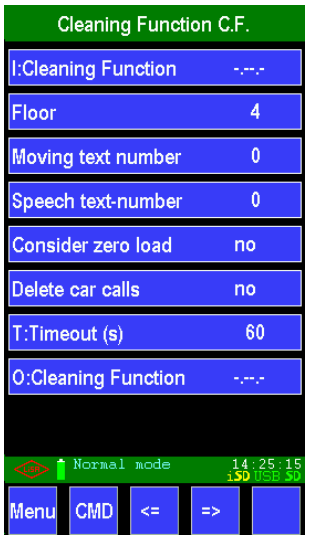
clock travel 2 No
clock travel 2 Yes >

"Yes" changes to the configuration of clock-controlled travel 2. Display and configuration are the same as for clock-controlled travel 1.
Clock-controlled travel 3 and 4 are programmed in the same way, if required. Please observe that clock-controlled travel 1 has the lowest and clock-controlled travel 4 the highest priority.

Cleaning Function No
Cleaning Function Yes >

Standard value: No
For the purpose of building cleaning, the car can be called to a determined landing using this function and can be reserved there during cleaning.

[Direct access: CMD -> 7255 -> OK]



I:Cleaning Function [x.yy.z]

Standard value: not assigned.

Assignment of an I/O to call up this function, e.g. using a key-operated switch.

From software version V2.070R on, provided that the input I:Facility cleaning is not programmed, this function can be activated by simultaneously keeping the open door button and the close door button pressed for over 7 seconds. The function can be deactivated by pressing the close door button.

Floor [xx]

Determination of a landing to which the car should go when the building cleaning function is activated.

Moving text number [xx]

Range of values: 0 – 12 Standard value: 0 = deactivated
Determination of the number of the scrolling text which should be displayed during building cleaning.

Speech text number [xx]

Range of values: 0 – 99 Standard value: 0 = deactivated
Determination of the number of the voice message which should be put out when the building cleaning function is activated.

Consider zero load No

Range of values: Yes/No standard value: No
If this setting is selected, the lift only goes to the dedicated landing for building cleaning when all passengers have left the car.
A prerequisite is that the system is equipped with a zero-load monitoring.

Delete car calls No

Range of values: Yes/No standard value: No
If this parameter is enabled, all car calls previously made are deleted as soon as the building cleaning function is activated and the car immediately goes to the dedicated landing.

T:Timeout (s) [xx]

Range of values: 0 – 1800 sec.
Setting of the time for which the car will be reserved for cleaning when the building cleaning function is activated.
When this time has elapsed, the system automatically returns to normal operation.

O:Cleaning Function [x.yy.z]

Standard value: not assigned.
Determination of an output to signal the activated building cleaning function.

Special Service	No
Special Service	Yes >

Change to page 058 which serves the definition of „special service“.
Six different call-acceptance configurations which can be activated via a corresponding landing call are presented here.

Functional description:
An activated special service renders travelling under normal operation impossible. Clock travel and special travel remain unaffected.

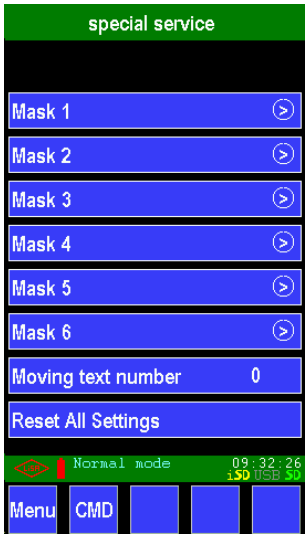
Prerequisites for switching into special service are:

- no active cabin calls
- zero contact is closed (empty cabin)
- landing call for special function (1-6) applies

When these conditions are met, the installation switches into the call acceptance (1-6) status corresponding to the issued landing call and activates the associated door-opening mask.
The installation remains in this condition so long as there are active cabin- or landing calls for this special function.
If necessary, the installation will switch to the next call-acceptance configuration should there be active associated landing calls.

Note: For reasons of safety, it is recommended to block all cabin calls in the door opening mask for normal travel when configuring the special service.

[Direct access: CMD -> 7058 -> OK]



Mask 1	>

Switch to the page containing selection options for configuring call acceptance 1.
For call acceptance 2-6 the same procedure applies.

[Direct access: CMD -> 7059 -> OK]

Change to the page containing the car/landing call masks. Areas shaded in green are released. This representation corresponds to the one for normal operation.

Example:
Call acceptance 1 (Mask 1)

Cabin call acceptance DS1 = 1 2 3 4 5 6 7 8
Cabin call acceptance DS2 = 1 2 3 4 5 6 7 8
Landing call acceptance DS1 = 1 2 3 4 5 6 7 8
Landing call acceptance DS2 = 1 2 3 4 5 6 7 8

According to the above, via a landing call from door side 1 only cabin calls from door side 1 are possible.

O:Spezial Service [x.yy.z]

Standard value: not assigned
Determination of an output to signal the active special service.

1.O:Spezial Service D1 [x.yy.z]

Standard value: not assigned
Determination of the 1st output on door side 1 to display that the special service is active.

1.O:Spezial Service D2 [x.yy.z]

Standard value: not assigned
Determination of the 1st output on door side 2 to display that the special service is active.

Moving text number [xx]

Value range: 0 – 12 Default: 0=deactivated
Selection of the running text which is to be displayed when operating in special service.

Reset all settings

When selecting this button and confirming with “Yes”, all settings of the call acceptance configuration will be deleted.

Special travel	**No**
Special travel	**Yes >**

Change to page 184 to define "special travel 1".

Note: The direct access via entry on the settings page for special travel 1-6 is only possible if the respective special travel has been activated with “Yes” in the operating state settings (CMD 7085).

[Direct access: CMD -> 7184 or 7081 -> OK]

Spec. Travel 0 be_	**No**
Spec. Travel 0 be_	**Yes >**

Change to page 99 to define the beginning of "special travel 1".

[Direct access: CMD -> 7099-> 7241 -> OK]

I:Control cabinet [x.yy.z]

Default: not defined
Determination of an input to start special travel.

1.I:Spec. trav. outside 1 xxxx

Default: not defined, landing bus
Definition of a first input which – if activated - serves to initiate the special travel. Depending on the number of landings, further inputs follow.

Floor spec. Trav. TS1 xxxx

Value range: 0-max. landing; Default: 0=deactivated
Definition of the landing for priority travel on door side 1. If the priority travel parameter is applied to one landing only, the IO's which are automatically set per level can be restricted. This way one reduces the number if inputs on the bus module.

1.I:Spec. trav. outside 2 xxxx

Default: not defined, car bus
Definition of the first input, i.e. depending on the number of landings, there are further inputs which, if activated, serve to initiate special travel.

Floor spec. Trav. TS2 xxxx

Value range: 0-max. landing; Default: 0=deactivated
Definition of the landing for priority travel on door side 2. If the priority travel parameter is applied to one landing only, the automatically per level set IO's can be restricted. This way one reduces the number if inputs on the bus module.

T:Delay (s) [xx]

Range of values: 0 – 10 sec. standard value: 0
A value > 0 means that the contact must be held for the time set in order to trigger the priority travel. This function can be used, for instance, when using a button instead of a key-operated switch.

Delete car calls Y/N

Value range: Yes/No; Default: No
YES serves to delete any active car calls prior to initiating special travel.

Delete landing calls Y/N

Value range: Yes/No; Default: No
YES serves to delete any active landing calls prior to initiating special travel.

Accept landing calls Y/N

Value range: Yes/No; Default: No
YES means that landing calls will still be accepted when running in special travel.

DS1 open in floor y/n

Value range: Yes/No; Default: No
YES serves to open doors in reversal floor on doors side 1.

T:Reservation time (s) [xxxx]

Value range: 0-999; Default: 30
Definition of a reservation time for special travel, measures in seconds after activation.

Rolltext priority travel Y/N

Value range: Yes/No; Default: No
Definition, whether in case of an active special travel, the priority travel scrolling text is to be displayed. By setting the parameter to “Yes”, the remaining options change to “No” automatically.

Rolltext special travel Y/N

Value range: Yes/No; Default: No
Definition, whether in case of an active special travel, the special travel scrolling text is to be displayed. By setting the parameter to “Yes”, the remaining options change to “No” automatically.

Rolltext emergency travel Y/N

Value range: Yes/No; Default: No
Definition, whether in case of an active clock travel, the emergency travel scrolling text is to be displayed. By setting the parameter to “Yes”, the remaining options change to “No” automatically.

O:Spec. travel activ [x.yy.z]

Default: not defined
Definition of an output for signalling an active special travel.

1.O:Spec. travel D1 [x.yy.z]

Default: not defined
Definition of the first output, i.e. depending on the number of landings there are further outputs on door side 1 which serve to signal an active special travel.

1.O:Spec. travel D2 [x.yy.z]

Default : not defined
Definition of the first output, i.e. depending on the number of landings there are further outputs on door side 2 which serve to signal an active special travel.

O:Text special travel [x.yy.z]

Default: not defined
Definition of an output for signalling an active special travel by means of a special text.

Car calls side 1 >

Change to pages with car call masks of door side 1. Accesses shaded in green are released. The representation is identical to the one for normal travel.

Landing calls side 1 >

Change to pages with landing call masks of door side 1. Accesses shaded in green are released. The representation is identical to the one for normal travel.

Hold only one cabin call y/n

Range of values: Yes/No standard value: No

Exclusive travel with priority; only one call is accepted, if a second call is made, the first one is cancelled.

Car calls side 2 >

Change to pages with car call masks of door side 2. Accesses shaded in green are released. The representation is identical to the one for normal travel.

Landing calls side 2 >

Change to pages with landing call masks of door side 2. Accesses shaded in green are released. The representation is identical to the one for normal travel.

Speech text-number [xx]

Value range: 0-99; Default: 66

Indication of the speech-text number (extra table) which defines the text to be put out during special travel.

Consider zero load Y/N

Value range: Yes/No Default: No

Determining whether the lift at a special drive starts the external calls only when the cabin is empty. The condition is a corresponding monitoring device.

Priority level in group 0

Value range: 0 – 8 Default: 0

Selection which priority this lift is assigned with when running in special travel in a group. Ever lift in the group can be assigned with a respective priority, beginning with 0=not considered to 8=highes priority. In case of equal consideration/importance of all lifts, priority level 1 needs to be assigned to all.

Special travel 2 >

Change to page 81 and 184 to define "special travel 2".

[Direct access: CMD -> 7081 and 7184-> OK]

Parameters and indications correspond to special travel 1, but specified for special travel 2.

Special travel 3 >

Change to page 81 and 184 to define "special travel 3".

[Direct access: CMD -> 7081 and 7184-> OK]

Parameters and indications correspond to special travel 1, but specified for special travel 3.

Special travel 4 >

Change to page 81and 184 to define "special travel 4".

[Direct access: CMD -> 7081 and 7184-> OK]

Parameters and indications correspond to special travel 1, but specified for special travel 4.

Special travel 5 >

Change to page 81 and 184 to define "special travel 5".

[Direct access: CMD -> 7081 and 7184-> OK]

Parameters and indications correspond to special travel 1, but specified for special travel 5.

Special travel 6 >

Change to page 81 and 184 to define "special travel 6".

[Direct access: CMD -> 7081 and 7184-> OK]

The parameters and representations correspond to those of special travel 1, during special travel 6, however, only 1 call at a time is accepted and a new call will only be accepted when this travel is completed.

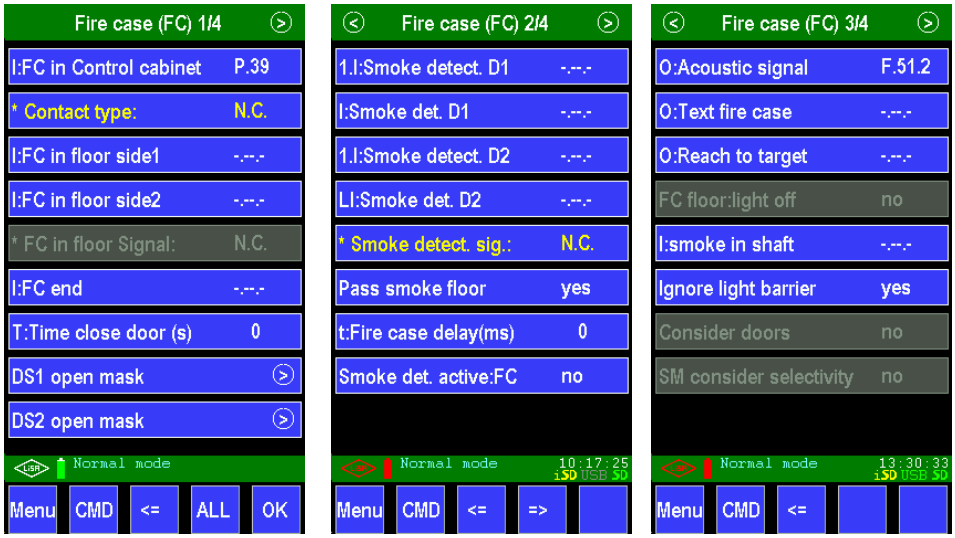
Note: Special travel 6 has highest priority among the special travels.

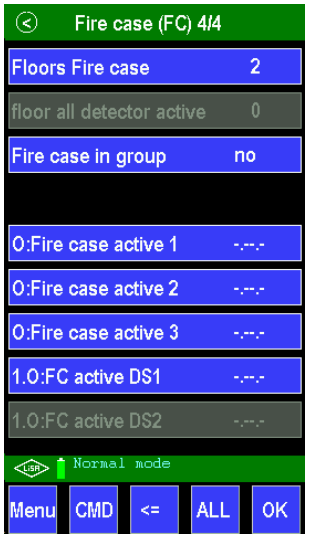
Fire Case No
Fire Case Yes >

Default: No

Query regarding the fire case function. YES changes to pages to define the fire case functions.

[Direct access: CMD -> 7135 or 7139 or 140 or 141 -> OK]





I:FC in control cabinet [x.yy.z]

Default: P39 on the processor board
Definition of an input to activate the fire case function in the control cabinet.

***Contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether the fire case signal is meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.)

I:FC in floor side 1 [x.yy.z]

Default: not defined
Definition of an input to activate the fire case function in the landing on door side 1.

I:FC in floor side 2 [x.yy.z]

Default: not defined
Definition of an input to activate the fire case function in the landing on door side 2.

***Contact type [N.O/N.C]**

Value range: N.O./N.C.
Selection whether the fire case signal is meant to be based on a normally open contact (N.O.) or a normally closed contact (N.C.)

I:FC end [x.yy.z]

Default: not defined
Definition of an input to switch off/activate a pending fire case.

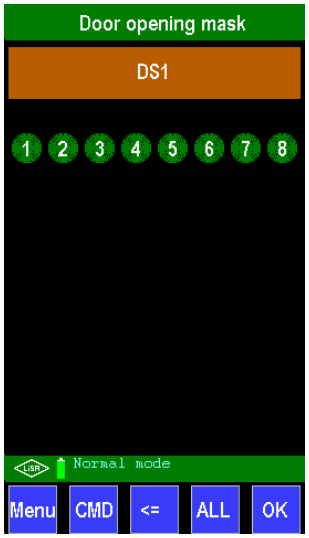
T:Time close door [xxxx]

Value range: 0-99s; Default: 0
Definition of the time span (seconds) after which the doors absolutely have to be closed in case of fire.

DS1 open mask >

Change to page 168 to define “DS1 opening mask” for door side 1.

[Direct access: CMD -> 7168 -> OK]



The "ALL" button serves to select/unselect all landings if pressed repeatedly. Change the door-opening mask individually by pressing the landing number. Do not forget to save any changes using "OK".

The activated landings allow for an evacuation in case of fire on door side 1. The doors of a locked landing will not open.

DS2 open mask >

Change to page 168 to define “DS2 open mask” for door side 2.

The activated landings allow for an evacuation in case of fire on door side 2. The doors of a locked landing will not open!

1.I:Smoke detect. D1 [x.yy.z]

Default: not defined
Definition of the first input, i.e. there are further inputs to evaluate the smoke detectors of door side 1 (Dynamic fire case control)

LI:Smoke det. D1 [x.yy.z]

Default: not defined
Definition of an input to evaluate an extra smoke detector at door side 1.

1.I:Smoke detect. D2 [x.yy.z]

Default: not defined
Definition of the first input, i.e. depending on the landings there are further inputs to evaluate the smoke detectors of door side 2. (Dynamic fire case control)

LI:Smoke detect. D2 [x.yy.z]

Default: not defined
Definition of an input to evaluate an extra smoke detector on door side 2.

Smoke detect. sig.: n.c. [Y/N]

Value range: N.O./N.C.
Selection whether the smoke detector signals are applied by normally closed N/C contacts or normally open N/O contacts.

Pass smoke floor [J/N]

Range of values: Yes/No Standard value: Yes
This serves to determine whether in the event of evacuation, the car may pass a landing filled with smoke or whether an alternative landing must be approached.

t:Fire case delay (ms) [xx]

Value range: 0-2000 mS Default:0
Entry of the delay time, from the entrance of the first fire alarm signals until is activated case of fire by the controller.
In the case of signals arriving one after other from different fire detectors, it can be avoided in the way that an already smoky floor is determined as the target floor.

Smoke det. active: FC [Y/N]

Value range: Yes/No; Default: No
Selection whether a fire case shall be triggered at an activated smoke detector.

Smoke det. act.: ch. pos. [Y/N]

Value range: Yes/No; Default: No
Selection whether in the car is to change its position in the event of an active smoke detector.
(From software version V2.034D on, this parameter is no longer available.)

O:Acoustic signal [x.yy.z]

Default: not defined
Definition of an output for acoustic signalling of the active fire case function.

O:Text fire case [x.yy.z]

Default: not defined
Definition of an output (pulse) for visual signalling of the active fire case function.

O:Reach to target [x.yy.z]

Default: not defined
Definition of an output which serves to report that the evacuation-landing for the fire-case is reached.

FC floor: light off [Y/N]

Value range: Yes/No; Default: No
Selection whether in case of fire, the car light is to be switched off despite the doors still being open.

Ignore light barrier [Y/N]

Value range: Yes/No; Default: Yes

Selection whether in case of fire the light barriers are to be ignored. YES initiates the doors to be closed by force. The light barrier signal will not be factored in.

SM consider selectivity [Y/N]

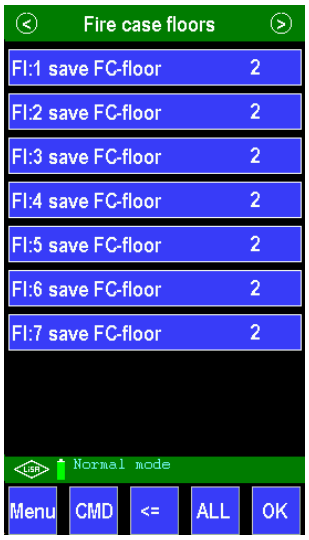
Range of values: Yes/No Default: No

This selection allows you to go to a landing in which one door side is inhibited by a triggered fire detector. Only the non-affected door side will be opened.

Floors fire case >

Change to this page to define the order of fire case landings.

[Direct access: CMD -> 7143-> OK]



Fl:1 save FC floor [xx]

Definition of the first safe landing. The main fire case landing where the lift is to travel to in case of fire.

Fl:2 save FC floor [xx]

Definition of the second safe landing. It corresponds to the first alternative landing if the smoke detector in the main fire case landing is signalling a fire.

Fl:3 save FC floor [xx]

Definition of the third safe landing. It corresponds to the second alternative landing if the smoke detector in the main fire case landing is signalling a fire.

Fl:4 save FC floor [xx]

As before, but one landing further on. etc.

Floor all detector active [xx]

Value range: 0- max. landing; Default: 0=deactivated
If the smoke detector of the landing defined here is active, all smoke detectors are activated.

Fire case in group [Y/N]

Value range: Yes/No; Default: No
Selection whether the fire case messages are to be transmitted via the group log.

O:Fire case active 1 [x.yy.z]

Default: not defined
Definition of the first output to signal the active fire case function.

O:Fire case active 2 [x.yy.z]

Default: not defined
Definition of the second output to signal the active fire case function.

O:Fire case active 3 [x.yy.z]

Default: not defined
Definition of the third output to signal the active fire case function.

1.O:FC active DS1 [x.yy.z]

Default: not defined
Definition of the first output; i.e. depending on the number of subsequent landing, there are further outputs which serve to signal an active fire case on door side 1.

1.O:FC active DS2 [x.yy.z]

Default: not defined
Definition of the first output; i.e. depending on the number of subsequent landing, there are further outputs which serve to signal an active fire case on door side 1. (In case of selective door control)

Firemen travel No
Firemen travel Yes >

Default: No
Query regarding firemen mode settings. YES changes to the pages that define the firemen mode functions.

[Direct access: CMD -> 7136 or 7197 or 7177 -> OK]

I:FT key floor/controller[x.yy.z]

Default: not defined

Definition of an input for the firemen key in the landing or the control cabinet. This input activates the firemen-mode: the car travels to the firemen landing and remains reserved with open doors until the firemen key in the cabin is activated and a cabin call is issued.

☞ If there does not exist a programmed firemen key on the inside, the cabin call can be executed directly. During firemen-mode it is in this case furthermore possible to resend the cabin into the firemen landing by enabling the landing-firemen key again.

The firemen-travel is terminated when the cabin is located in the firemen-landing and one or more firemen-keys are switched off. A previous firemen-travel is no longer necessary.

Floor FT [xx]

Value range: 0-max. landing; Default: 1

Definition of the landing which is approached when a firemen-travel is activated. Usually, this corresponds to the landing where the firemen-key is located.

I:FT key car [x.yy.z]

Default: not defined

Definition of an input for the firemen key in the car.

*Contact type [N.O/N.C]

Range of values: N.O./N.C.

Selection whether the firemen mode key is a normally open contact (NO) or normally closed contact (NC).

Automa. back to Floor [Y/N]

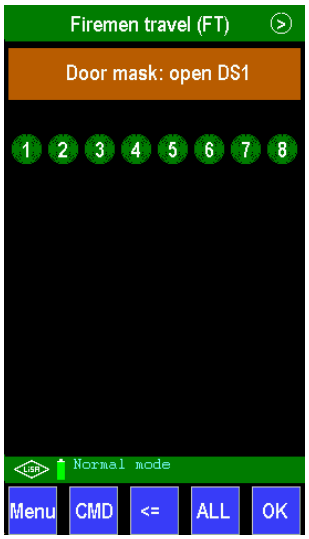
Value range: Yes/No Default: No

Automatic return back to the firemen-landing: If the firemen key is removed from the cabin during or after a firemen-travel, the car will automatically travel back to the firemen-landing and remain there with open doors.

FT door masks >

Change to the page which sets the door masks for firemen mode.

[Direct access: CMD -> 7178-> OK]



The "ALL" button serves to select all landings or no landings if you press the button again. Change the door mask individually by pressing the landing number. Do not forget to save any changes using "OK".

open ds1 in floor ft [Y/N]

Value range: Yes/No Default: No

This parameter serves to determine whether DS1 in the firemen-landing is to be opened in the case of a firemen-travel. This parameter is queried only if both doors in the firemen-landing are activated at the FT-door mask.

open ds2 in floor ft [Y/N]

Value range: Yes/No Default: No

This parameter serves to determine whether DS2 in the firemen-landing is to be opened in the case of a firemen-travel. This parameter is queried only if both doors in the firemen-landing are activated at the FT-door mask.

exclusive lock [Y/N]

Range of values: Yes/No Standard value: Yes

Query whether in firemen mode always only one door may be opened even in case of the possiblity to load through directly. For firemen lifts according to EN81-72:2015 this is required, therefore the parameter must necessarily be set to "Yes".

O:Text FT [x.yy.z]

Default: not defined

Definition of an output for visual signalling of the active firemen mode.

FT text on speech mo. [Y/N]

Value range: Yes/No; Default: Yes

Selection whether a note concerning the active firemen mode is to be issued via the bus voice output.

O:FT active [x.yy.z]

Default: not active
Definition of an output to signal the active firemen mode.

1.O:DO Acknowledge [x.yy.z]

Standard value: not assigned
Definition of the first output used to display the door side possible for opening in the car during firemen mode. The second door side will automatically be assigned to the subsequent I/O.

O:Reach to target [x.yy.z]

Standard value: not assigned
Determination of an output used to signal that the car has reached the fire service landing.

Dutch old [Y/N]

Range of values: Yes/No standard value: No
Parameter especially for Dutch firemen mode. Door closing function according to the Dutch firefighting standard: If no call is active, the doors remain open; if a car call is made, the doors close automatically.

Australian norm [Y/N]

Value range: Yes/No; Default: Yes
This is a parameter specific for Australian firemen-travel.

CloseBtn deact.: D close [Y/N]

Value range: Yes/No; Default: Yes
This parameter serves to select the function of the door close button. The door closes further when the button is released.

CloseBtn deact.: D stop [Y/N]

Value range: Yes/No; Default: No
Selection of the function of the door close button. The door stops when the button is released.

CloseBtn deact.: D open [Y/N]

Value range: Yes/No; Default: No
Selection of the function of the door close button. The door will open again when the button is released.

D close on car command [Y/N]

Value range: Yes/No; Default: Yes
Selection whether the door is being closed upon a car call.

OpenBtn deact.: D open [Y/N]

Value range: Yes/No; Default: Yes

Selection of the function of the door open button. The door opens further when the button is released.

OpenBtn deact.: D stop [Y/N]

Value range: Yes/No; Default: No

Selection of the function of the door open button. The door stops when the button is released.

OpenBtn deact.: D close [Y/N]

Value range: Yes/No; Default: No

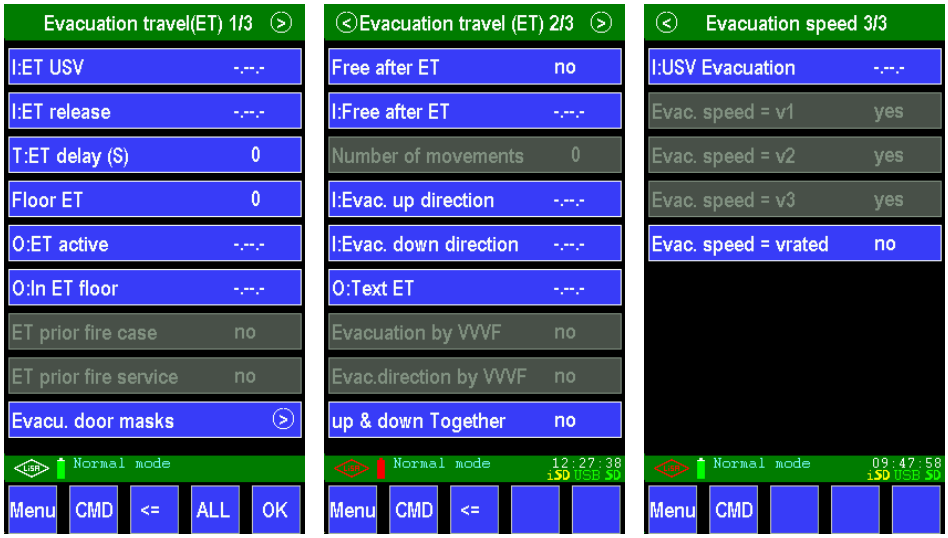
Selection of the function of the door open button. The door will close again when the button is released.

Evacuation	**NO**
Evacuation	**YES >**

Default: No

Query regarding evacuation mode. YES changes to the pages which define the evacuation parameters.

[Direct access: CMD -> 7137 or 7142 or 7182 -> OK]



I:ET USV [x.yy.z]

Default: not defined

Definition of an input for UPS (uninterrupted power supply) which activates the evacuation mode.

I: ET release [x.yy.z]

Default: not defined

Definition of an input which enables an evacuation travel. This serves to create an evacuation chain where always only one lift is running.

T:ET delay (s) [xxxx]

Value range: 0-999; Default: 0

Determination of a delay time in seconds. After this interval has elapsed, the evacuation travel will be started. The counter starts when the evacuation signal arrives.

Floor ET [xx]

Value range: 0-max. landing; Default: 0=deactivated

Definition of a landing to which people are evacuated.

O:ET active [x.yy.z]

Default: not defined

Definition of an output which serves to report that the evacuation process is active.

O:In ET floor [x.yy.z]

Default: not defined

Definition of an output to signal that the car has reached the evacuation landing or is already located there. The evacuation travel ends thereupon.

ET prior fire case [Y/N]

Value range: Yes/No; Default: No

Query whether the evacuation travel has higher priority than the fire case.

ET prior fire service [Y/N]

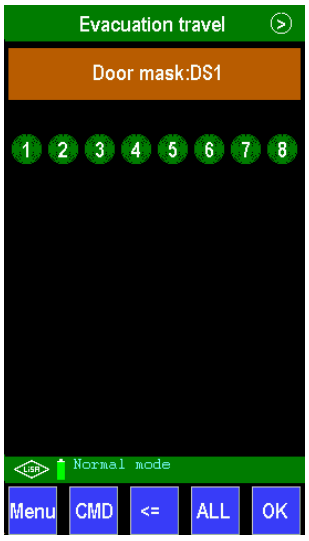
Value range: Yes/No; Default: No

Query whether the evacuation travel has higher priority than the firemen-travel.

Evacuation Door mask >

Change the page which serves to set door masks for evacuation mode.

[Direct access: CMD -> 7106 -> OK]



The "ALL" button serves to select all landings or no landings if you press the button again. Change the door mask individually by pressing the landing number. Do not forget to save any changes using "OK".

Free after ET [Y/N]

Value range: Yes/No; Default: No

Query whether further operation is to be permitted after an executed evacuation travel and despite the evacuation mode still being active. (Delay time 10 sec. after termination of evacuation)

When selecting “Yes”, further operation is possible in accordance with the parameter settings described under “Number of movements”. When selecting “No”, the lift will shut down in the evacuation landing. Lmited further operation is however still possible via the parameter “I:Free after ET”.

I:Free after ET [x.yy.z]

Default: not defined

Definition of an input for releasing travels after an executed evacuation given certain preconditions are fulfilled. This parameter is only available, when release after evacuation travel is set to “No”. (see above) If this input is activated, only cabin calls are permissible. Hence, travels are released/permitted under the conditions of the parameter “Number of movements”.

Number of movements [xx]

Value range: 0-20 Default: 0

This parameter serves to determine the number of travels which are allowed to be conducted under emergency power supply. It is possible to release 1-20 travels. When the maximum number of travels is reached, this will be indicated at the end of the last run by emitting an acoustic signal for 10 sec.

Setting the number of movements to 0 allows for infinite number of travels.

I:Evac. up direction [x.yy.z]

Default: not defined

Determination of an input in order to define the intended evacuation direction (upwards). Usually the signal is given by the frequency inverter.

I:Evac. down direction [x.yy.z]

Default: not defined

Determination of an input in order to define the intended evacuation direction (downwards). Usually the signal is given by the frequency inverter.

O:Text ET [x.yy.z]

Default: not defined

Definition of an output for visual signalling of the active evacuation mode.

Evacuation by VVVF [Y/N]

Value range: Yes/No; Default: No

Query whether an evacuation is to be initiated by the inverter in DCP in case the inverter has detected a supply interruption/phase error.

Evac. direction by VVVF [Y/N]

Value range: Yes/No; Default: No

Query whether the load direction signal is to be transmitted by the inverter via DCP to the controller in order to determine the evacuation direction.

Up & Down Together [Y/N]

Value range: Yes/No; Default: No

With some specific inverter types (e.g. Thyssen) in load-direction-dependent evacuation via UPS it is mandatory for both up- & down-direction to be controlled, in order to enable the inverter to travel in the easier direction.

Evac. speed = v1 [Y/N]

Value range: Yes/No; Default: No

Selection whether the evacuation travel is to be carried out in speed v1. When activating the parameter by choosing YES, the other speed options are set to NO.

Evac. speed = v2 [Y/N]

Value range: Yes/No; Default: No

Selection whether the evacuation travel is to be carried out in speed v2. When activating the parameter by choosing YES, the other speed options are set to NO.

Evac. speed = v3 [Y/N]

Value range: Yes/No; Default: No

Selection whether the evacuation travel is to be carried out in speed v3. When activating the parameter by choosing YES, the other speed options are set to NO.

Evac. speed = vrated [Y/N]

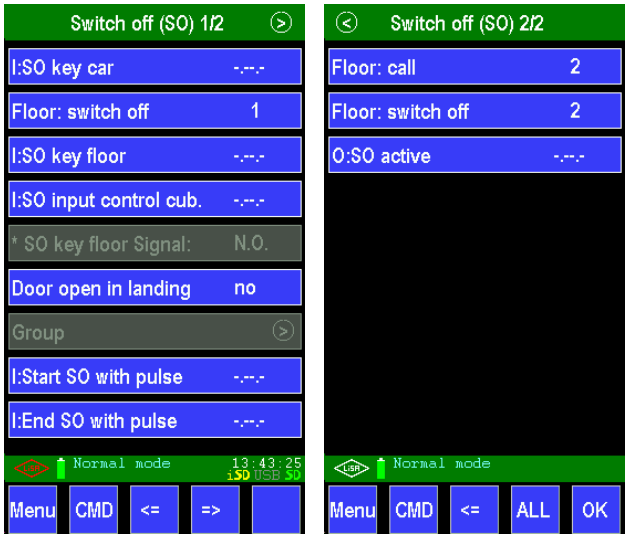
Value range: Yes/No; Default: No

Selection whether the evacuation travel is to be carried out in vrated. When activating the parameter by choosing YES, the other speed options are set to NO.

Switch off No
Switch off Yes >

Default: No

Query regarding the switch-off function. YES changes to the pages for defining the switch-off parameters. [Direct access: CMD -> 7138 -> 7072 -> OK]



I:SO key car [x.yy.z]

Default: not defined
Definition of an input for the switch-off function in the car.
If the car is in an operating mode with lower priority, it changes to the operating mode "shut-down (car)" and activates the following functions:

- Display " Display "**Shut down car**" at TFT
- If the car is travelling, the current destination will be approached.
- Cancellation of all calls
- Car light is switched off
- When the key is removed, the lift immediately changes to the original operating mode or possibly to an operating mode activated in the meantime.

Floor: Switch off [xx]

Value range: 1-max. landing; Default: 2
Definition of a landing where the car is parked after initialising the switch-off function using the switch-off key in the car.

I:SO key floor [x.yy.z]

Default: not defined
Definition of an input for the switch-off function in the landing.
If the car is in an operating mode with lower priority, it changes to the operating mode "shut-down (landing)" and activates the following functions:

- Display "**Shut down landing**" at TFT
- Deletion of all landing and car calls and blocking of the entire call acceptance.
- If the car moves away from the shut-down landing when the shut-down function is initiated, it will stop in the next possible landing without opening the doors and approach the shut-down landing.
- In the shut-down landing, the door is opened and closed after the idle time has elapsed.

- The lift car light is switched off if the corresponding parameter "Switch car light" in the parameter set "Relay addresses" is programmed.
- When the key is removed, the lift immediately changes to the original operating mode or possibly to an operating mode activated in the meantime.

I:SO input control cub. [x.yy.z]

Default: not defined
Definition of an input for a switch with the switch-off function in the control cabinet. The function is analogous to the above-mentioned function “I:SO key floor”.

***SO key floor signal [N.O/N.C]**

Value range: N.O./N.C.
This parameter serves to select whether the inputs for switching-off in the control cabinet or landing are to be controller by a normally-closed “N.C” or normally-open “N.O” contact.

Door open in landing [Y/N]

Value range: Yes/No; Default: No
Selection whether the doors are to remain open or closed after the switch-off function is enabled.

Floor: Call [xx]

Value range: 1-max. landing; Default: 2
Definition of the first landing to be approached after initialising the switch-off function in order to urge people to leave the car. It is usually the landing in which the switch-off key is located.

Floor: Switch off [xx]

Value range: 1-max. landing; Default: 2
Definition of a landing where the car is parked after initialising the switch-off function.

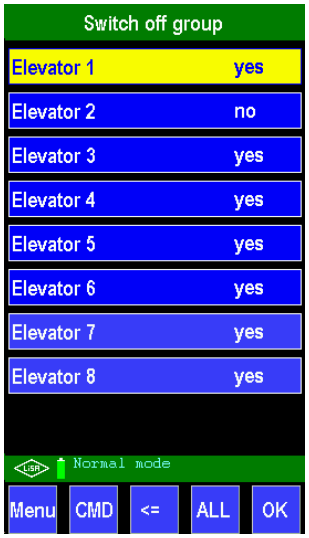
O:SO active [xx]

Default: not defined
Definition of a landing where the car is parked after initialising the switch-off function in the control cabinet or using the landing switch-off key.

Switch off Group >

Change to page 073 in order to determine which lifts in the group are to be switched-off. Due to this function it is possible that the switch-off key at the Bus of one installation affects another installation from the group.

[Direktaufruf: CMD -> 7073 -> OK]



Switching-off in group installations

I:Start SO with pulse [x.yy.z]

Default: not defined

Definition of an input for switching-off the installation (controller/light off) via a temporary impulse (>10 msec.) e.g. by enabling a push-button. Usually, this is carried out with a key switch in landing or control cabinet.

I:End SO with puse [x.yy.z]

Default: not defined

Definition of an input for switching back on; likewise performed via an impulse.

Floor: Call [xx]

Value dange: 1 – max. landing Default: 2

This parameter serves to set the landing, which is to be approached after the initialization of the switching-off function; thereby intending to make the passengers leave the car.

Floor: Switch off [xx]

Value range: 1 – max. landing Default: 2

This parameter serves to set the landing, in which the car is to be parked after the initialization of the switching-off function.

O:SO active [xx]

Default: not defined

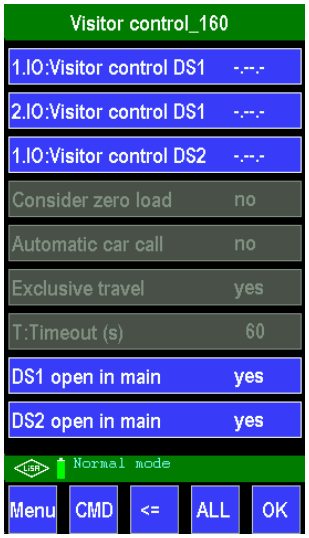
Definition of an output for signalling an active switching-off function.

Visitor control NO
Visitor control YES >

Default: not defined

Query regarding the visitor control. YES changes to the pages which define the visitor control parameters.

[Direct access: CMD -> 7160-> OK]



1.IO:Visitor control DS1 [x.yy.z]

Default: not defined
Definition of the first input, i.e. depending on the number of landings, there are further inputs for the visitor control function on door side 1.

2.IO:Visitor control DS1 [x.yy.z]

Default: not defined
Definition of the second input which serves to determine how the remaining inputs of the visitor control are arranged.

1.IO:Visitor control DS2 [x.yy.z]

Default: not defined
Definition of the first input, i.e. depending on the number of landings, there are further inputs for the visitor control function on door side 2.

Consider zero load Y/N

Value range: Yes/No; Default: Yes
YES causes the lift to start in entry landing only in the case of a detected “load” within the car. Otherwise the lift will not move.

Automatic car call Y/N

Value range: Yes/No; Default: No
If the visitor control is activated, the lift moves into the entry landing where the car call for the visitor landing can be set automatically. Waits for an interruption of the light barrier in the car door.

Exclusive travel Y/N

Value range: Yes/No; Default: No
When travelling with the visitor, other calls can be ignored by setting this parameter to YES.

T:Timeout (s) [xxxx]

Value range: 0-99s Default: 60

When the lift is approaching the entry landing, it is reserved to visitor travel for this maximum time interval (in seconds).

DS1 open in main Y/N

Value range: Yes/No; Default: Yes

YES opens door side 1 when arriving in the main landing.

DS2 open in main Y/N

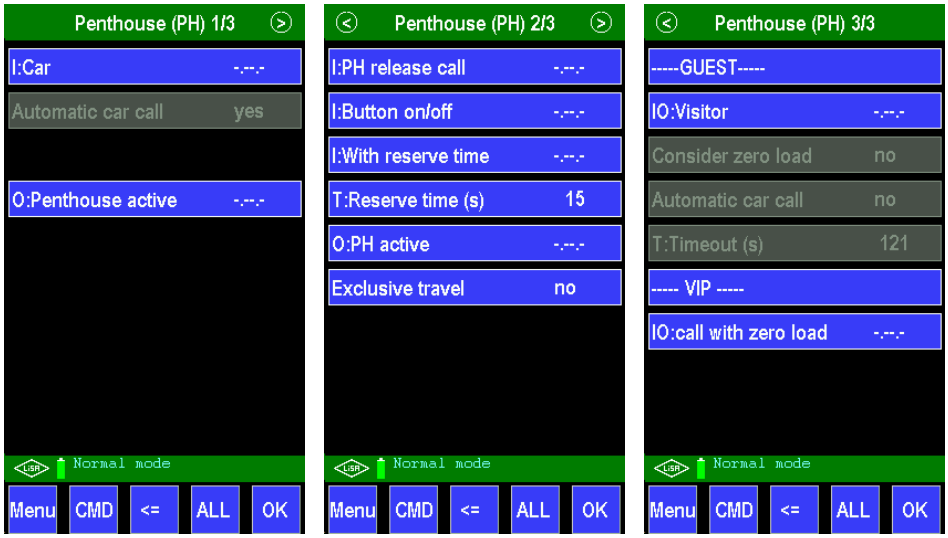
Value range: Yes/No; Default: Yes

YES opens door side 2 when arriving in the main landing.

Penthouse NO
Penthouse YES >

Default: No

Query regarding the penthouse control. YES changes to the pages which define the penthouse control parameters. [Direct access: CMD -> 7155 or 7180 or 7181 -> OK]



I:Car [x.yy.z]

Default: not defined

Definition of an input to activate the penthouse control in the car.

Autom. car call [Y/N]

Value range: Yes/No; Default: Yes

If there is no call button in the car, "YES" serves to set an automatic call to the penthouse. Waits for an interruption of the light barrier in the car door.

O:Penthouse active [x.yy.z]

Default: not defined
Definition of an output for visual signalling of the active penthouse control.

I:PH release call [x.yy.z]

Default: not defined
Definition of an input which serves to release the car calls to the penthouse, e.g.: via a switch in the penthouse.

I:Button on/off [x.yy.z]

Default: not defined
Definition of an input which serves to release the car calls to the penthouse via a button-function (pressing 1x: release; pressing again: locking)

I:With reserve time [x.yy.z]

Default: not defined
Definition of an input which serves to release the car calls to the penthouse for a specific period of time; e.g. via a button in the penthouse.

T:Reserve time (s) [x.yy.z]

Value range: 0-99s; Default: 15
Definition of a reservation time (seconds), which determines how long a car call from visitor landing is to be waiter for. After this time interval elapses, visitor mode is reset.

O:PH active [x.yy.z]

Default: not defined
Definition of an output for visual signalling of the active penthouse control.

Exclusive travel [Y/N]

Value range: Yes/No; Default: Yes
"YES" means that no other intermediate landing calls are accepted.

-------GUEST----------

No parameter, only reference to the affiliation to visitor control

IO:Visitor [x.yy.z]

Default: not defined
Definition of an input for visitor-control especially in the case of a penthouse. In contrast to the ordinary visitor-control, this parameter applies one input only.

Consider zero load [x.yy.z]

Value range: Yes/No; Default: No
YES causes the lift to start travelling from the entry landing only if a “load” can be detected within the car. Otherwise the lift will not move.

Autom. car call [Y/N]

Value range: Yes/No; Default: No

If the visitor control is activated, the lift moves into the entry landing where the car call for the visitor landing can be set automatically.

T:Timeout (s) [xxxx]

Value range: 0-99s Default: 121

When the lift is approaching the entry landing, it is reserved to visitor travel for this maximum time interval (in seconds).

------ VIP ------

No parameter, only reference to the affiliation to visitor control

IO:Call with zero load [x.yy.z]

Default: not defined

Definition of an input for calling the lift with zero load. This means, that the call is registered and saved but executed only when a zero load in the cabin is detected.

Dead-man's mode No
Dead-man's mode Yes >

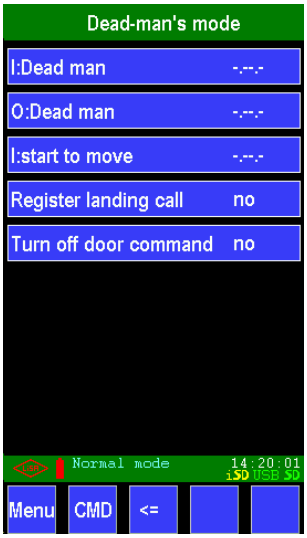
Query regarding dead man's control. YES changes to the pages which serve to parameterize the dead man's control parameters.

Dead-man mode function: The simultaneous pressing of the travel-button while also activating a car call (landing button) causes the lift to travel to and level at the selected landing. When the travel-signal is switched off during travel (by letting go of the travel-button or landing-button) the lift stops immediately. Only by reactivating the travel- and landing-buttons it is possible to reinitiate the travel.

Note:

- Should no travel-button be programmed, it sufficed to initiate a car call (landing button) for travelling
- Landing control is disabled in this operation mode. It is however possible to allow for a landing call given certain conditions are fulfilled (please see "Register landing call")

[Direct access: CMD -> 7195-> OK]



I:Dead man [x.yy.z]

Default: Not defined
Definition of an input activating the dead man mode.

O:Dead man [x.yy.z]

Default: Not defined
Definition of an output for reporting an active the dead man mode.

I:Start to move [x.yy.z]

Default: not defined
Definition of an input for the travel-button if it needs to be considered when travelling in dead-man's mode. Should there be no programmed travel-button, it is possible to conduct a travel in dead-man's mode by means of the landing button only.

Register landing call [Y/N]

Value range: Yes/No Default: No
This function causes the installation in dead-man's mode to only accept landing calls when the lift is standing and no calls already apply. This function is only possible when there is no programmed travel-button.

Turn off door command [Y/N]

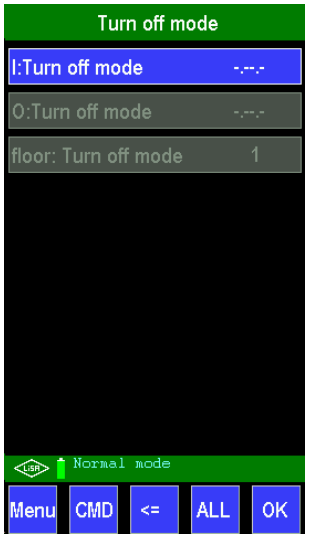
Range of values: Yes/No standard value: No
Using this setting, the door is only opened by the door open button in dead man's mode and stays like this; it is not reversed or closed by the controller. Only in the event of a travel command, the door is closed by the controller.

Turn off mode NO
Turn off mode YES >

Default: No
Query regarding the turn-off mode. YES changes to the pages which parameterize the turn-off mode.

Turn-off mode function: If the turn-off mode input is activated, the lift travels to a landing which can be set, the door is opened and closed and the light is switched off. After a few seconds, the turn-off mode output is deenergised and the system is disconnected from the main supply.

[Direct access: CMD -> 7077-> OK]



I:Turn off mode [x.yy.z]

Default: not defined
Definition of an input to switch the turn-off mode.

O:Turn off mode [x.yy.z]

Default: not defined
Definition of an output for the turn-off mode to switch the main contactor.

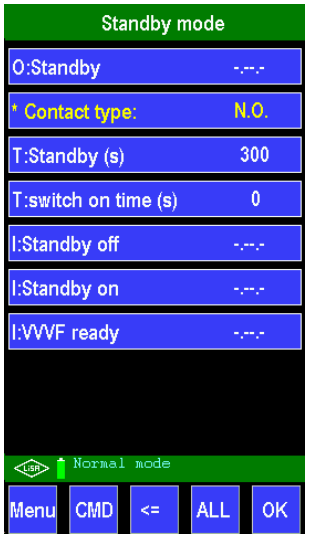
Floor: Turn off mode [xxxx]

Value range: 1-max. landing; Default: 1
Definition of the landing to which the lift goes for turn-off.

Standby mode NO
Standby mode YES >

Query regarding the standby mode. YES changes to the pages which serve to define the standby mode parameters.

[Direct access: CMD -> 7084-> OK]



O:Standby [x.yy.z]

Default: No

Definition of an output signalling the active standby mode.

***Contact type [N.O/N.C]**

Value range: N.O./N.C.

Selection whether the output for the standby message is meant to be a normally open contact (N.O.) or a normally closed contact (N.C.)

T:Standby (s) [xxxx]

Value range: 0 – 999 Default: 300

This parameter defines the time span in seconds which indicates how long the installation must wait after the last travel before it can switch into standby-mode. The entering of value 0 prevents automatic switching into stand-by.

T:Switch on time (s) [xxxx]

Value range: 0 – 999 Default: 0

Definition of the maximum time span (in seconds) for witch, after returning to normal operation mode from standby, the installation is to wait for receiving the report about the readiness of the controller (VVF ready). Should no ready-message be received in this time, a controller error will be registered and the lift will go out of operation.

I:Standby off [x.yy.z]

Default: No

Definition of an input to switch off the standby mode.

I:Standby on [x.yy.z]

Default: No

Definition of an input to switch on the standby mode.

I:VVVF ready	[x.yy.z]

Default: No

Definition of an input which signals the ready state of the inverter (after standby) to the controller.

Car lift	NO
Car lift	YES >

Default: No

Query regarding the operation as car lift. YES changes to the pages which serve to parameterize the installation for usage as car lift.

[Direct access: CMD -> 7158 -> OK]

Function procedure of the car lift:

- In standstill all signal lights for approaching and departure are red
- Lift is called by a landing call (e.g.: floor 1 DS1) and starts travelling
- Traffic light signal light in floor 1 DS1 (Red/off) turns off, lift opens DS1, door-open switch active.
- Position signal E1-TS1 (Red/Green) shines in green, the car boards, the sensor signalling its presence turns active.
- Display “Drive up” of DS1 lights up until the car has left the light barrier of DS1; then the display shows “Stop”
- If the car moves to far up, i.e. the light barrier of DS2 is interrupted, the display shows “back up”
- After entry of the destination landing (or automatic call) the position signa turns red and the doors close.
- Approaching to the destination landing, doors open, door-open limit switch activates, display indictes either “Drive up” or “back up” depending on the right direction in which the car is to leave the lift

I:PRESENCE_CAR	[x.yy.z]

Default: not defined

Definition of an input for the sensor indicating presence. This presence sensor is a precondition for the issuance of an automatic car call.

1.O:fl. traffic light [x.yy.z]

Default: not defined
Definition of the first output of the floor traffic light; there are 3 reserved outputs per door side and floor. The outputs of the traffic light are arranged as follows:
IO1: O position signal (before the car) Green
IO2: O position signal (before the car) Red
IO3: O traffic light Red

O:Position signal [x.yy.z]

Default: not defined
Definition of the first output of the position signal in the car; 5 successive outputs are assigned as follows:
IO1 : O Drive UP DS1
IO2 : O Back up DS1
IO3 : O Drive UP DS2
IO4 : O Back up DS2
IO5 : O Stop DS1 und DS2

Autom. car call [Y/N]

Value range: Yes/No
With car lifts with only 2 floors, this parameter enables the setting of an automatic call to the other floor. A precondition to this function is the existence of a presence sensor in the lift car and the activation of the light barrier during the process of embarking the lift.

invert traffic light [Y/N]

Standard value: No
If set to “Yes”, this parameter makes it possible that the access traffic light is already green when the lift is empty. In the standard setting “No”, the traffic light is only switched to green when the lift is ready for driving in.

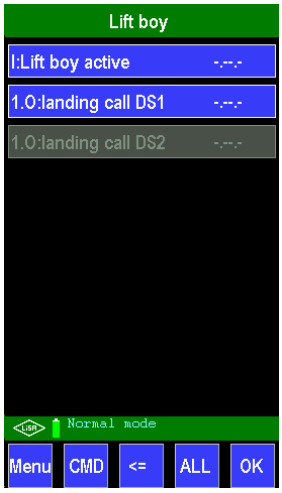
Green lift [Y/N]

Standard value: No
If set to “Yes”, this parameter results in the traffic lights being switched off together with the car light.

Lift boy No
Lift boy Yes >

Default: No
Query regarding the lift-boy mode. Selecting “Yes” changes to the page which serves to parameterize the lift-boy mode.

[Direct call: CMD -> 7196 -> OK]



I:Lift boy active [x.yy.z]

Default: not defined

Definition of an input for switching the control into lift-boy mode. During lift boy mode, landing calls are not accepted directly but reported to the lift boy as a request.

1.O:landing call DS1 [x.yy.z]

Default: not defined

Definition of the first output of call request for reporting landing calls on door side 1 to the cabin.

1.O: landing call DS2 [x.yy.z]

Default: not defined

Definition of the first output of call request for reporting landing calls on door side 2 to the cabin. (In case of selectivity)

Earthquake	**No**
Earthquake	**Yes >**

Default: not defined

Query regarding the earthquake function. Selecting “Yes” switches to the pages which serve to parameterize the earthquake inputs. The activation of the earthquake function automatically set the parameter “Evacuation” (p. 033) to “Yes”.

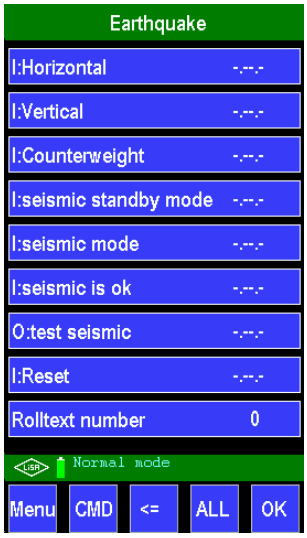
Additionally, it is possible to integrate a seismic detector for the purpose of expanding the monitoring provisions.

In case of an earthquake there will appear a status report on the hand-held terminal in order to narrow down the possible causes.

Here, the following correspondence applies:

1=Activation by vertical/seismics-warning
2=Activation by horizontal
3=Activation by counterweight/seismics-activated

[Direct access: CMD -> 7211 -> OK]



I:Horizontal [x.yy.z]

Default: not defined

Definition of an input for the activation of an earthquake case by means of the monitoring of the horizontal. In this case, the lift is set to continue travelling to the next landing and to then stop.

I:Vertical [x.yy.z]

Default: not defined

Definition of an input for the activation of an earthquake case by means of the monitoring of the vertical. In this case, an evacuation run to the next landing will be initiated.

I:Counterweight [x.yy.z]

Default: not defined

Definition of an input for the activation of an earthquake case by means of the monitoring of the counterweight. In this case, an evacuation run will be initiated in such direction, as to ensure the lift's moving away from the counterweight.

I:Seismic standby mode[x.yy.z]

Default: not defined

Definition of an input for evaluating the fact that the seismics detector has activated during pre-screening. When this input is activated, the cabin moves to the next landing and remains there waiting for 60 seconds. Should no earthquake be detected during this time span, the installation will automatically return to normal operation.

I:Seismic mode [x.yy.z]

Default: not defined

Definition of an input for activating the earthquake case by means of the monitoring of the seismic activity. In this case, the lift will run an evacuation to the next landing which lies in such direction as to ensure the cabin's moving away from the counterweight. The installation will go into standstill there.

I:Seismic is ok	[x.yy.z]

Default: not defined
Input for monitoring whether the seismics detector is in operating state. If this should not be the case, the installation will be put to standstill at the next landing.

O:Test Seismic	[x.yy.z]

Default: not defined
This output is meant for initiating the testing routine for the seismic detector. Usually, this testing procedure is conducted every 24h. Therein, an earthquake case is being simulated at the seismic detector while the input “Seismic mode” at the controller evaluates the simulated earthquake.

I:Reset	[x.yy.z]

Default: not defined
This input is used for resetting the earthquake case in mode2 and mode 3; mode1 is reset automatically after 60 seconds.

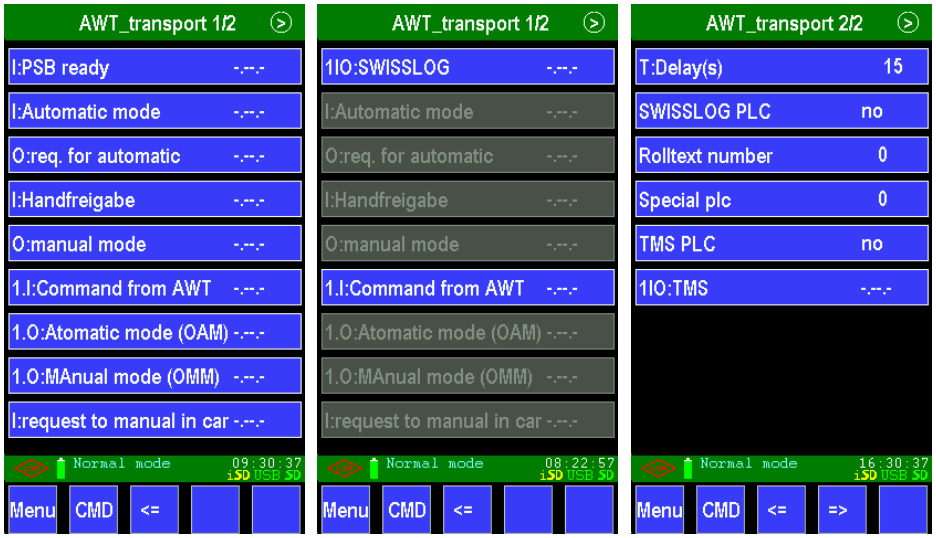
Rolltext number	[xx]

Value range: 0-10
Number of the rolltext (scrolling text) which is to be displayed in an earthquake case.

AWT-transport	No
AWT-transport	Yes >

Standard value: No
Query regarding automatic transport of goods. YES changes to the pages to define the automatic goods transport parameters.
AWT operation is an automatic goods transport systems in which the lift is involved. A distinction is made between goods transport according to the PSB or the SWISSLOG standard. The selection is made via p. 216; if Swisslog PLC is set to "Yes", the system switches from PSB to the Swisslog method and p. 215 is adapted accordingly.
If the respective key-operated switches are installed in the landings and in the car, you can also switch over to manual operation in the PSB mode.

[Direktaufruf: CMD -> 7215 -> 7216 -> OK]



I:PSB ready [x.yy.z]

Default: not defined

Definition of an input for reporting the „ready“ signal of the freight transportation system’s controller.

I:Automatic mode [x.yy.z]

Default: not defined

Definition of an input for the signal „automatic mode“ of the freight transportation system’s controller.

Definition of an input for the signal “Automatic mode” of the freight transportation system’s controller. This signal will remain until the next manual mode.

O:req. for automatic [x.yy.z]

Default: not defined

Definition of an output which turns active after the key for manual operation in the cabin has been pulled, thereby indicating to the controller of the freight transportation system a request for automatic mode.

I:Handfreigabe [x.yy.z]

Default: not defined

Definition of an input for the „Handfreigabe” signal of the freight transportation system’s controller. This signal is preconditioned on a previous manual mode by the lift controller.

O:Manual mode [x.yy.z]

Default: not defined

Definition of an output for the manual mode of the freight transportation system’s controller. Manual mode is activated by a key switch in the corresponding landing. When the manual mode signal of the transportation system applies, the lift will start travelling to the aforementioned landing.

1.I:Command fromAWT[x.yy.z]

Default: not defined
Definition of the first input; i.e. depending on the number of landings, further inputs for calls to the respective landing can follow.

1.O:Autom. mod.(OAM)[x.yy.z]

Default: not defined
Definition of the first output; i.e. depending on the number of landings, further outputs for signalling the automatic mode via e.g. an indicator lamp in the floor can follow.

1.O:Man. mod. (OMM) [x.yy.z]

Default: not defined
Definition of the first output; i.e. depending on the number of landings, further outputs for signalling the manual mode via e.g. an indicator lamp in the floor can follow.

I:Req. to manual in car [x.yy.z]

Default: not defined
Definition of an input for releasing the manual operation in the cabin. For this purpose it is necessary to pull the key for manual operation upon arrival in the landing and to then put it in the car. Afterwards, the target landing may be approached.

1.IO:SWISSLOG [x.yy.z]

Standard value: not assigned
Entry of the first I/O for the AWT operation with Swisslog. 8 successive I/Os are assigned as listed in the following table.

Signal	I/O LiSA	Description
AA	Input	Lift call if AWT wants to make a travel
AB	Input	Automatic operation, travel in AWT is active
AF	Output	Automatic release, lift controller is ready for AWT
OEKT 1	Input	Open door 1, door remains open as long as signal is applied
OEKT 2	Input	Open door 2, door remains open as long as signal is applied
KTG 1	Output	Reports that door 1 is closed completely
KTG 2	Output	Reports that door 2 is closed completely
ASA	Output	Lift in normal operation, no special service, inspection, etc.

The lift call (signal AA) signals to the controller that an automatic goods transport is to be carried out. The doors are opened, an acoustic signal is activated and the rolling text set is displayed in order that any persons in the car can deboard. After closing the doors and lapse of the delay time, the controller gives the automatic release (signal AF). The normal operation output (signal ASA) is constantly applied as long as the lift controller is in normal operation; it is a prerequisite for the Swisslog operation.

Note: In Swisslog operation, the behaviour of car position outputs is changed.
A signal is only put out if the car is flush (step <5mm) in the landing.
With the setting special-plc, a level up to 10 mm is accepted.

1.I:Command fromAWT[x.yy.z]

Standard value: not assigned
Definition of the first input, i.e. depending on the number of landings there are further inputs for calls to the respective target landing (signal F0 - Fn).

T:Delay (s) [xxx]

Value range: 0-200s Default: 15
Entry of a delay time starting when the lift is ready in the landing with closed doors until readiness is fed back to the AWT controller.

SWISSLOG PLC [Y/N]

Range of values: Yes/No
When entering "YES", the controller switches from PSB to Swisslog operation.
Menu page 215 is displayed with the settings for Swisslog.

Rolltext number [xx]

Range of values: 0-10
Number of the rolling text to be displayed in AWT operation.

Special plc [Y/N]

Value range: Yes/No

TMS PLC [Y/N]

Default: No
Query whether the automatic transport of goods should be executed according to the standard of TMS.

1.I/O: TMS [x.yy.z]

Default: not defined
Defining the first I/O that is used for the TMS controller. There will be used 8 consecutive I/O`s and 14 I/O (e.g. I/O 11-18 and I/O 24).

Dangerous goods NO
Dangerous goods YES >

Default: No
Query regarding dangerous goods transport. YES changes to the pages to define the dangerous goods transport parameter.

[Direct access: CMD -> 7161 -> 7237 -> OK]

The dangerous goods transport is activated in the landing with a key. First, all calls are deleted, and then the lift approaches the landing in which the key was enabled. The door opens. The activated dangerous goods mode remains active with open doors until the reservation time elapses. If the key in the car is not activated, the lift returns to normal mode the after reservation time has elapsed.
In case of an activated car key, the doors remain open. The dangerous goods can be loaded in. If a car call was emitted for this transport (last selection is valid), the key remains activated in the cabin. Now, the landing switch is to be enabled until the doors are closed completely. It is only then that the lift travels to the desired landing.
Upon arrival, the doors remain closed until the key is activated in this particular landing. Doors open. The dangerous goods may be unloaded. Thereupon, the key is to be removed from the cabin in order to terminate the transport.
Case apart - Australian standard: Here a key-operated switch with 2 active positions is required in the landings. Position 1 serves to activate the transport of dangerous goods and to call the lift. Position 2 is used to close the doors.

Note: In operating mode „dangerous goods“, blocked landings are approached according to the release settings in the release mask for clock travel 1.

I:Car key [x.yy.z]

Default: not defined
Address input for the key switch „Dangerous goods“ on the cabin operation panel which serves to activate the “dangerous goods” mode.

1.I:landing key [x.yy.z]

Default: not defined
1. address input at the bus module of each landing, indicating at which I/O the dangerous goods key is to be connected for activation of the mode.

1.I:Close Doors [x.yy.z]

Default: not defined
1.Adress input on a bus module in each landing. It defines at which I/O the doors are to

be closed and travel to be started with the signal “Dangerous Goods Door-close”
(Only for Australian dangerous goods mode)

O:Dangerous Goods [x.yy.z]

Default: not defined
Output to signal an active dangerous-goods transport.

O:TextDangerousGoods[x.yy.z]

Default: not defined
Output which serves to define a conventional audio-response for an active Dangerous Goods transport. For this purpose a pulse of 1 sec. duration is issued.

Speech text-number [xx]

Default: 70
Number of the audio-response text which is to be issued via a LiSA BUS-audio response in the event of a dangerous goods transport.

T:Reserve time (s) [xxxx]

Value range: 0-999; Default: 30
Maximum reservation time until actuation of the car key for a landing-activated activated dangerous goods transport. After this this time interval elapses, normal mode is restored.

Automatic call floor [xx]

Standard value: not assigned (0)
Project-specific special function!

Boeringer [J/N]

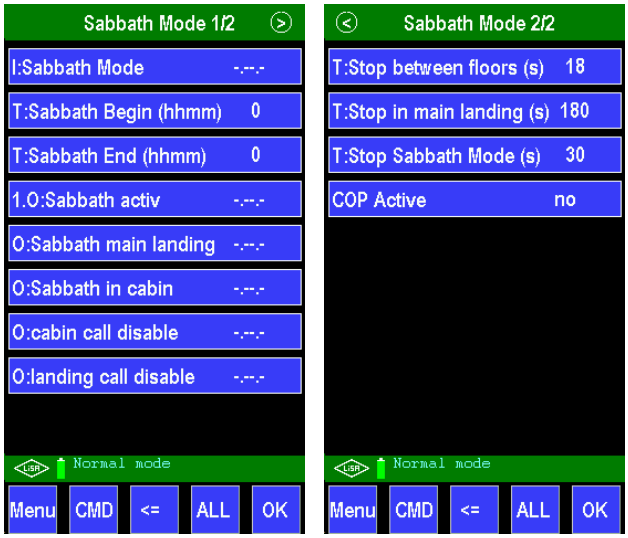
Range of values: Yes/No standard value: No
When entering “Yes”, the dangerous goods transport is shifted to a special standard of Böhringer.

C&A mode No
C&A mode Yes >

Standard value: No
The C&A mode is a customer-specific function with individual door opening masks. The settings can also be called directly via [CMD -> 7244 -> OK].

Sabbath Mode No
Sabbath Mode Yes >

Default: No
Query regarding the Sabbath function. YES changes to the pages to define the Sabbath function parameters. [Direct access: CMD -> 7115 -> 7116-> OK]



The Sabbath-function was integrated to account for the particularities in the Jewish community. The function is activated/deactivated with the parameter “I:Sabbath Mode”. If a specific beginning and ending time is determined, it will be taken into account during the activation signal.
Specifics:

- all push buttons in the car are deactivated (Exception: emergency call button)
- car light and fan are activated automatically
- In each landing there is a display indicating “SABBAT STEUERUNG IN BETRIEB” (Sabbath mode active). When active, these displays are illuminated. The corresponding parameter is “1.O:Sabbath activ”
- Lift car and main landing are equipped with further illuminated displays indicating “SABBAT STEUERUNG” (Sabbath control) which flash while the lift travels. Parameters are “O:Sabbath main landing” and “O:Sabbath in cabin”
- the lift serves all landings periodically: up and down
- in each landing the lift stops and waits for 10-15 seconds (adjustable) before continuing its travel
- in the main landing the lift waits for 2-4 minutes (adjustable) before continuing its travel
- at the end of the Sabbath-function the lift parks in the main landing for 30 seconds (adjustable). The illuminated displays “SABBATSTEUERUNG” (Sabbath control) flash during this time interval. when the cabin operation panel is switched active (combined operation for various religions) calls can be accepted. Prior to this, the illuminated display “SABBAT STEUERUNG IN BETRIEB” is switched off so that the intended travel can be conducted before restoring the Sabbath-function again.
- during operation in Sabbath-function, light barriers and over load signals are ignored
- in case of two door sides, all doors open simultaneously
- the parameter “T:Stop main landing” must be larger than “T:Stop between floors (s)”
- the parameter “T:Stop between floors (s)” must be larger than “Door open time (s)” and “Staytime car call”

I:Sabbath Mode [x.yy.z]

Default: not defined
Address input for activating the Sabbath-function.

T:Sabbath Begin [hhmm]

Default: 0
Sabbath-function starting time in hours and minutes. If the starting time is set to 0, the activation input serves as the Sabbath-function starting point.

T:Sabbath End [hhmm]

Default: 0
Sabbath-function ending time in hours and minutes. If this value is set to 0, the release of the activation input marks the Sabbath-function ending point.

1.O:Sabbath aktiv [x.yy.z]

Default: not defined
Address output for the illuminated display „SABBAT STEUERUNG IN BETRIEB“ of each landing, which is connected to the bus modules.

O:Sabbath main landing[x.yy.z]

Default: not defined
Address output for the illuminated display „SABBATSTEUERUNG“ in the main landing panel.

O:Sabbath in cabin [x.yy.z]

Default: not defined
Address output for the illuminated display “SABBATSTEUERUNG” In the cabin operation panel.

O:Cabin call disable [x.yy.z]

Default: not defined
Address output for displaying that cabin calls are disabled due to sabbath-operation. Cabin and landing calls are always disabled together.

O:Landing call disable [x.yy.z]

Default: not defined
Address output for displaying that landing calls are disabled due to sabbath-operation.

T:Stop between floors (s)[xxxx]

Default: 12
Dwell time during which the lift is located in the landings with landing doors opened. This parameter is measured in seconds and followed by the door closing time.

T:Stop in main landing(s)[xxxx]

Default: 180
Dwell time in the main landing during which the landing doors remain open. This parameter is measured in seconds and followed by the door closing time.

T:Stopp Sabbat Mode(s)[xxxx]

Default: 180
Sabbath-function ending time in seconds. During this interval, the illuminated display “SABBAT STEUERUNG” blinks again.

COP active [Y/N]

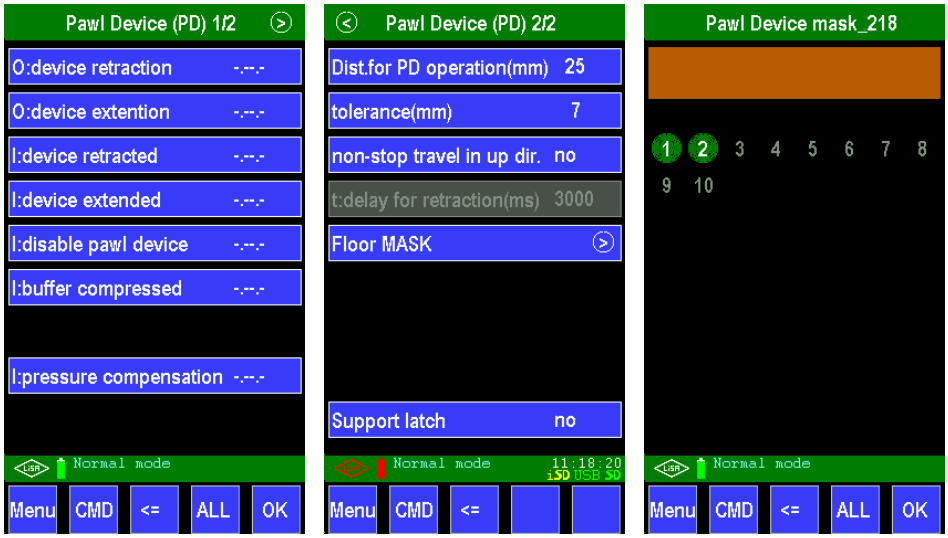
Default: No
By choosing YES, it is possible to set calls at the lift’s cabin push-buttons. For a detailed procedure refer to the description above.

Pawl Device No

Query whether a pawl device is available. By selecting „Yes“, one can release the parameters of the pawl device.

Pawl Device Yes >

By pressing >, change to the pages which serve to parameterize the pawl device.
[Direct access: CMD -> 7159 -> 7217 -> 7218 -> OK]



A pawl device is a device which fixates the lift at the rails or shaft walls, thereby preventing it from sinking during a loading procedure. This in turn means that when the lift is to resume travel, it first needs to be lifted in order for the holding bolts to retract, and then start travelling to the desired landing.
When stopping, the lift makes a halt (30-50 mm) above the landing in order to enable the pawling device to activate and extend. Afterwards, the lift descends in regulating speed until it touches down on the device.
Page 218 serves to define the landings in which the pawling device is to be activated/extended.

O:device retraction x.yy.z

Default: not defined
Definition of an output for controlling the impact buffer (retracting).

O:device extention x.yy.z

Default: not defined
Definition of an output for controlling the impact buffer (extending).

I:device retracted [x.yy.z]

Default: not defined
Definition of an input for signaling retracted impact buffers.

I:device extended [x.yy.z]

Default: not defined
Definition of an input for signaling extended impact buffers.

I:disable pawl device [x.yy.z]

Default: not defined
Definition of an input for deactivating the pawling device.

I:buffer compressed x.yy.z

Default: not defined
Definition of an input for recognizing when the cabin touches down on the bolts; e.g. via a push switch.

t:delay to stop (ms) xxxx

Value range: 0-4000 ms; Default: 500
Delay time after touch down which passes until all travel signals are switched off.
(From software version V2.021 on, this parameter is not longer available.)

I:pressure compensation x.yy.z

Default: not defined
Definition of an input for maintaining a minimum pressure in the master cylinder after touch down of the cabin.

Dist.for PD operation (mm) xx

Value range: depending on zone length and relevelling step; Default: 25
Definition of the distance from the center of the landing at which the cabin is to stop when extending the bolts.

tolerance (mm) xx

Value range: min.: 2mm; max.: Stopping distance + 2mm; Default: 5
Tolerance for the above described distance from the center of the landing.

Non-stop travel in up dir. Y/N

Value range: Yes/No Default: No
Query whether the cabin is allowed to start travelling in upwards direction with extended holding bolts in ordert o be able to retract the latter during travel without stopping for this purpose.

t:delay for retraction (ms) xxxx

Value range: 0-9000 ms; Default: 3000
Delay time which must pass before enquiring whether the holding bolts are retracted when travelling in upwards direction without a stop.

Floor Mask >

Switch to the input mask in order to select the landings for which the pawling device is to activated (shaded in green).

Door close for releveling J/N

Range of values: Yes/No Standard value: Hydraulic: No / Rope: Yes

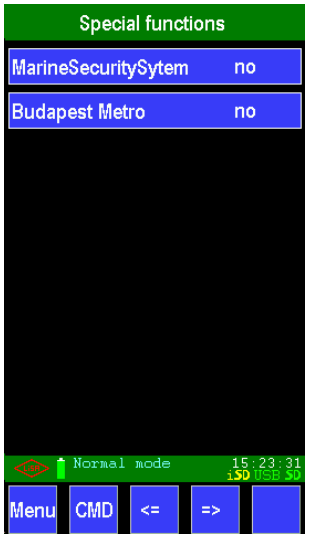
Query whether door(s) must be closed for releveling. In rope-traction lifts, this parameter serves to prevent the releveling with open doors as this may result in problems with the buffer. In hydraulic lifts, this problem does not exist; here the parameter is set to “No” in order that the hydraulics can hold the pressure.
(This parameter is not longer available.)

Support latch Y/N

Range of values: Yes/No Standard value: No
When using such an electromechanical device similar to buffers. If the support latch is activated, the system relevels in case of a drop of 10mm while the device is extended.

Special functions No
Special functions Yes >

Standard value: No
Query whether the parameters on special functions are to be called
[Direct access: CMD -> 7235 -> OK]



MarineSecuritySystem No
MarineSecuritySystem Yes>

Value range: Yes/No Default: No
Query whether the settings in accordance with the Marine Security System are to be adopted. When selecting “Yes”, the operation type can be chosen from Capture, Shut Down or Normal operation; e.g. via a key switch with 3 settings as described in the following parameters.

I:Capture [x.yy.z]

Standard value: not assigned
Definition of an input for the activation of „Capture“ operating mode. This effects an immediate travel into the landing which is determined under the parameter “Floor”, where the lift will come to a halt with open doors. Landing calls are switched off.

O:Capture [x.yy.z]

Standard value: not assigned
Output for signalling the „Capture“ operating mode by means of an indicator light (blinking).

I:Shut Down [x.yy.z]

Standard value: not assigned
Definition of an input for activating the Shut Down operating mode. This effects an immediate travel into the landing which is determined under the parameter “Floor”, where the lift will come to a halt with open doors. Landing calls are switched off.

O:Shut Down [x.yy.z]

Standard value: not assigned
Output for signalling the „Shut Down“ operating mode by means of an indicator light.

O:Normal [x.yy.z]

Standard value: not assigned
Output which – by means of a continuously illuminated indicator light - serves to signal that the lift is in normal operation mode.

Floor [xx]

Value range: Number of landings
Definition of the landing where the lift is to park in Shut Down or Capture mode.

Budapest Metro No
Budapest Metro Yes >

Range of values: Yes/No Standard value: No.
Query whether the parameters for the special function "Budapest-Metro" should be activated.
This function is a special form of evacuation. Here the "start" signal serves to trigger the evacuation. No more calls are accepted, any calls already stored are deleted, the car

moves to the landing to be evacuated and stays there for 60 seconds with open doors. After this time the car goes to the target landing and remains there with open doors until all persons have deboarded from the car. Then the car goes back to the landing to be evacuated and the process is repeated until the "Empty" input is used to signal that nobody is left in the landing to be evacuated.
By entering "Yes", the following parameters are displayed.

I:Start [x.yy.z]

Standard value: not assigned
Determine an input to trigger the Budapest Metro evacuation function

I:Empty [x.yy.z]

Standard value: not assigned
Determine an input to signal to the controller that the evacuation can be terminated. The lift goes to the target landing, waits there with closed doors until the "Start" signal is switched off and then goes back to normal operation.

O:Active car [x.yy.z]

Standard value: not assigned
Determine an output to display the Budapest Metro evacuation in the car.

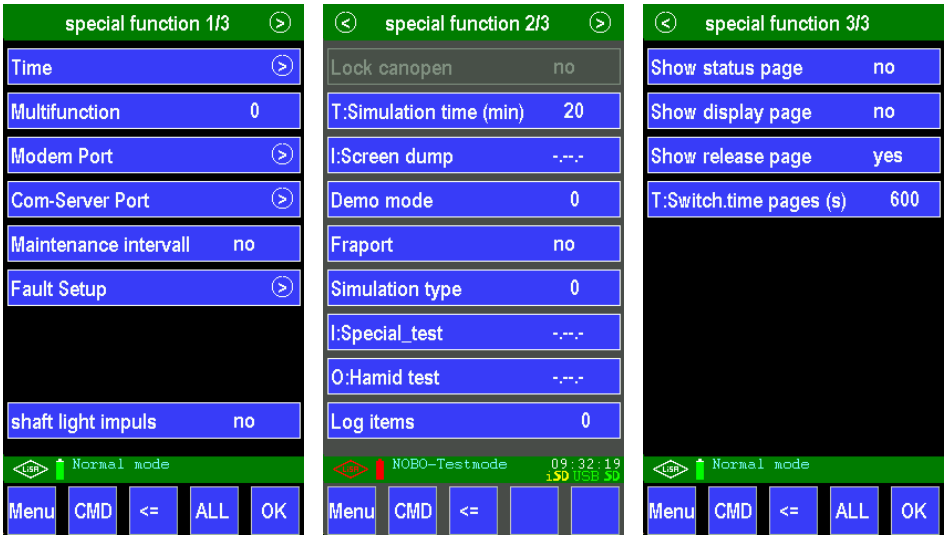
1.O:Active Landing [x.yy.z]

Standard value: not assigned
Determine the first output to display the Budapest Metro evacuation in the landings. Depending on the number of landings, further outputs will be assigned.

1.8. Parameters - Special functions

The "Special functions" menu serves to make settings regarding the system rather than the lift. Here you can set the menu language and the system time, for instance.

[Direct access: CMD -> 7151 -> 7156 -> 7119 -> OK]



Time >

Setting the system time

[Direct access: CMD -> 7147-> OK]

If one changes the date or time, the current time is sent to the LiSA bus automatically. Furthermore, at 0:00 h the control conducts a daily matching of the level indicators with the system time.

Note: For this purpose the reception of time/date must be activated at the level indicators.

Year [xxxx]

Value range: 2013-2099

Setting the current year in YYYY format (4 digits).

Month [xxxx]

Value range: 1-12
Setting of the current month (2 digits).

Day [xxxx]

Value range: 1-31
Setting the current day (2 digits).

Hour [xxxx]

Value range: 0-24
Setting the current hour (2 digits).

Minute [xxxx]

Value range: 0-59
Setting the current minute (2 digits).

Second [xxxx]

Value range: 0-59
Setting the current second (2 digits).

Multifunction 0

Default: 0
Determining settings of special processes. Internal parameter for development. [=0] is the default value. [=2], for instance, serves to display the page number of the parameter pages in the headline.

Modem Port >

Configuration of the Modem Ports

[Direct access: CMD -> 7204 -> OK]

Baud rate xxxxx

Default: 19200
Setting of the modem transfer speed (baud rate).

Hardware Handshake [Y/N]

Default: No
Query whether a hardware handshake is to be activated.

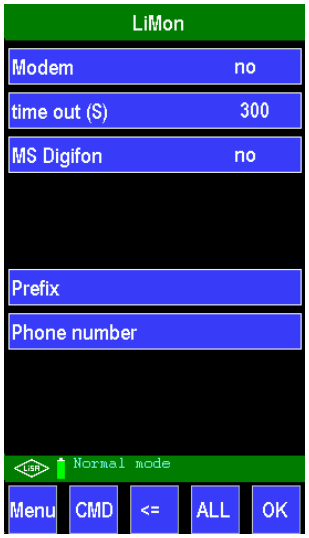
LiSY [Y/N]

Default: No
Query whether a LiSY with touchscreen for calls in the car is in use and connected to the modem port.

LiMon No
LiMon Yes >

LiMon ist eine Monitoring Software speziell für LiSA-Steuerungen. Damit kann über Fernwartung auf die Steuerung zugegriffen werden.
LiMon is a monitoring software which was specially developed for the LiSA-control. With this it is possible to access the control via telemaintenance.

[Direct access: CMD -> 7208 -> OK]



Modem [J/N]

Value range: Yes/No Default: No
Query whether a modem is connected.

Time out (s) [xxxx]

Value range: 0-999s Default: 300
Definition of a time intervall after which the connection is to be disables again should there be no detectable data transfer.

MS Digifon [Y/N]

Default: No
Query whether a MS-Digifon is being used, since it cannot be detected automatically. When using the MS Digifon,the parameter modem must be set as well.

Prefix [xxxx]

Value range: max. 12 digits
Entry of the monitoring center's telephone number prefix. The number is dialed via the modem.

Phone number [xxxx]

Value range: max. 12 digits
Entry of the monitoring center's telephone number which is to be dialed via the modem.

Reimann [Y/N]

Standard value: No
Select if a BacNet modem by Reimann is used.

EEML data [Y/N]

Default: No
EEML is a manufacturer-independent standard (Escalator Elevator Markup Language) for remote data transmission specifically for lifts.
When activating this parameter, the following IO's are assigned for the necessary taps in the safety circuit: IO 17-32 on the processor board and IO1-8 on the BUS-module55. The EEML number is LOS001.
This data format cannot be directly emitted by the control. Hence, it is necessary to connect a suitable PC to the Modem-/COM-Port.

Test always [Y/N]

Standard value: No
Query whether the modem communication should also be tested during an installation travel.
Particularly when using a LiMAX33CP this may be required.

Com-Server Port >

Configuration of the COM-Server Ports

[Direct access: CMD -> 7205 -> OK]

Baud rate **xxxxx**

Default: 19200
Setting of the modem transfer speed (baud rate).

Hardware Handshake [Y/N]

Default: No
Query whether a hardware handshake is to be activated.

LiSY [Y/N]

Default: No
Query whether a LiSY with touchscreen for calls in the car is in use and connected to the COM-port.

LiMon [Y/N]

Default: No
Description corresponds to the one given for ModemPort -> LiMon.

Reimann [Y/N]

Standard value: No
"Yes" serves to release the COM server port of LiSA20 with the standard for data transmission of Reimann. (e.g. for adapter for BACnet communication)

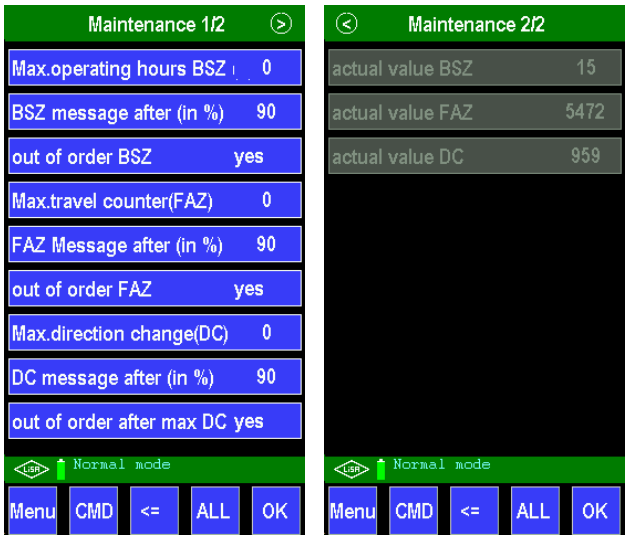
EEML-Data [Y/N]

Default: No
Description corresponds to the one given for ModemPort -> EEML-data.

Maintenance intervall NO
Maintenance intervall YES >

Query concerning the application of maintenance intervals. YES changes to pages for parameterizing maintenance intervals.

[Direct access: CMD -> 7164 -> 7165 -> OK]



Max. operating hours BSZ [xxx]

Entry of the maximum value for „Betriebsstundenzähler“ BSZ (operating hours counter), which if exceeded serves to switch the lift out of order. Entering value 0 deactivates this function.

BSZ message after (in %) [xx]

Entry of a percentage (default value is 90 %), which after being exceeded initiates the issuance of a maintenance notification.

Out of order BSZ [y/n]

Query whether the lift is realy to be put out of order effectively or whether this is only to be displayed.

Max. travel counter (FAZ) [xxx]

Entry of the maximum „Fahrtenzähler“ FAZ (journey counter) value, above which the lift is to be put out of operation. Entering value 0 deactivates this function.

FAZ message after (in %) [xx]

Entry of a percentage valur (default value is 90 %), which after being exceeded initiates the issuance of a maintenance notification.

Out of order FAZ [y/n]

Angabe, ob bei Erreichen des maximalen Fahrtenzählers der Aufzug wirklich außer Betrieb gehen soll oder nur angezeigt wird.

Max.direction change(DC)[xxx]

Value range: 0-99999999 Default: 0

Entry of the maximum direction change DC (direction change counter) value, above which the lift is to be put out of operation. Here, also the changes in direction caused by relevelling or inspection travel are counted towards this number. This function is necessary for installations which entail components only permitted for a certain number of travels/changes in direction., such as e.g. plastic ropes.
Entering value 0 deactivates this function.

DC message after (in %) [xx]

Entry of a percentage value (default is 90 %), which after being exceeded initiates the issuance of a maintenance notification.

Out of order after max.DC[y/n]

Query whether the lift is to be put out of order effectively when the maximum DC value is reached or whether it is only to be displayed.

Actual value BSZ xxxx

Display the current operating hours count.

Actual value FAZ xxxx

Display the current journey count (FAZ).

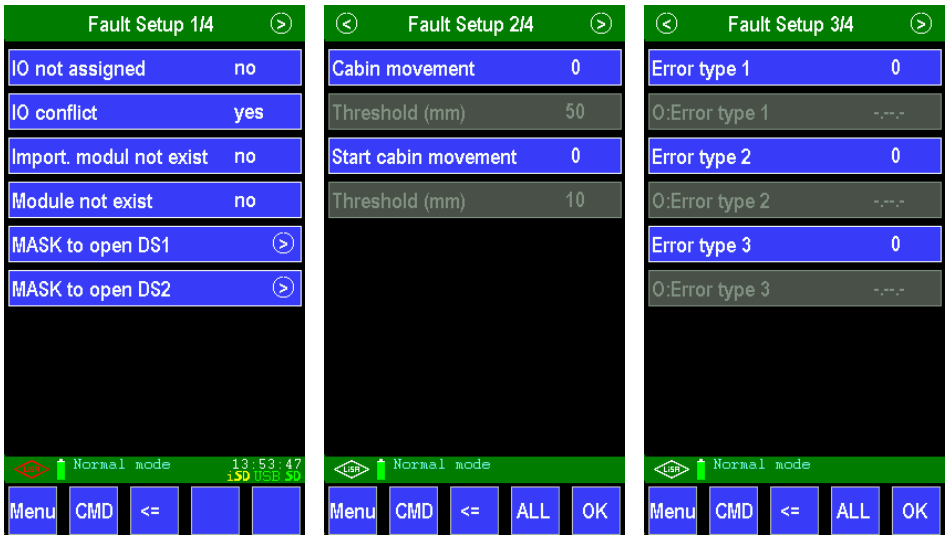
Actual value DC xxxx

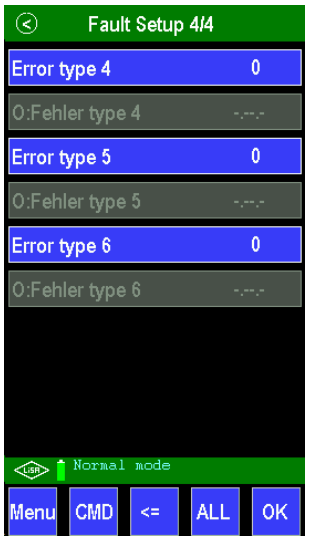
Display the current direction change count.

Fault Setup >

Indication of system faults. For example I/O conflict due to double assignment, unavailable but required bus modules.

[Direct access: CMD -> 7154 -> 7024 -> 7025 -> 7210 -> OK]





IO not assigned Y/N

Default: No

Missing I/O assignments are signalled by "YES".

IO conflict Y/N

Default: Yes
Double I/O assignments are signalled by "YES".

Import. modul not exist Y/N

Default: No
Required modules are signalled by "YES" (e.g. bus module in shaft pit missing).

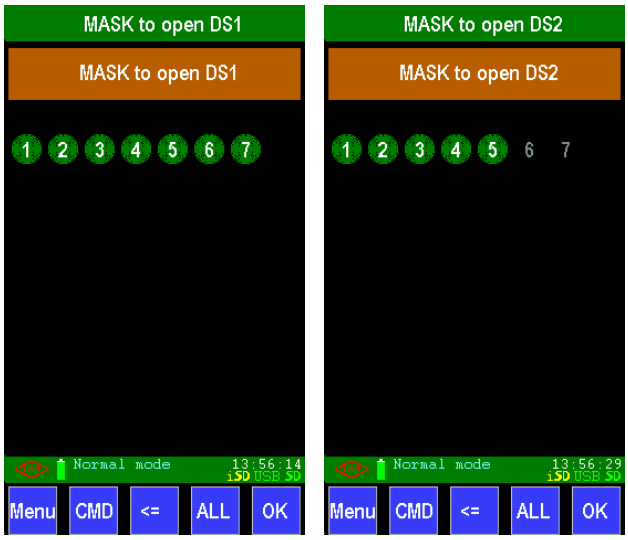
Module not exist Y/N

Default: No
Missing modules are signalled by "YES" (e.g. landing-module button).

Mask to open DS1/DS2 >

Query of the door opening masks which serve to determine which doors are allowed to open in case of an error.

[Direct access: CMD -> 7206 -> OK]



Change the door mask individually by tapping on the landing number. Doors which are released in case of an error are shaded green.

Cabin movement xxxx

The system is checked for valid car movements every 15 seconds. [=0] deactivates the test. A positive value refers to the number of times the lift is checked for movement.

Threshold (mm) xxxx

This threshold refers to the distance in mm by which the car must at least be moved during operation.

Start cabin movement xxxx

When starting, it is also possible to check the car movement . [=0] deactivates the test. A positive value refers to the number of attempts for trying out a movement when starting.

Threshold (mm) xxxx

This threshold refers to the distance in mm by which the car must at least be moved when starting.

Error type 1 xxxx

When a certain error entered occurs (error number from the error messages appendix), the output below is activated.

O: Error type 1 x.yy.z

Activated output when error type 1 occurs

Error type 2 xxxx

The respective output listed below will be activated for a specifically defined error type.

O: Fehler type 2 x.yy.z

Activated output when error type 2 occurs

Error type 3 xxxx

The respective output listed below will be activated for a specifically defined error type.

O: Fehler type 3 x.yy.z

Activated output when error type 3 occurs

For the error types 4-6 the same logic applies.

Shaft light impuls Y/N

Default: No

„Yes“ causes the shaft light control to switch into impulse mode for activation of a latching relay. Every switching of the shaft light at the LiSA causes an impulse with 700 mS to be issued. The shaft light relay KSL will only be controlled for the amount of time given by this impulse. There will be no notification about the shaft light at the controller.

Lock canopen Y/N

Standard value: No

In systems equipped with an electronic drop protection via LiMAX33CP,
the respective settings are blocked for safety reasons using this parameter.

T:Simulation time(min)[xxx]

Default: 20

Definition of the simulator runtime after having been started. When this time (in minutes) has elapsed, the simulation is terminated and landing call control and door blocking are reset automatically.

I:Screen dump **x.yy.z**

Default: not defined
This provides the possibility to create a screenshot using a defined I/O port. On the touchscreen this is done by simply pressing the LiSA hash. For this purpose, an SD card must be available in the handheld terminal.

Demo mode **xxxx**

Default: 0
This serves to provide the possibility to run the controller in demo mode.
0 = Demo mode disabled
1 = Operation with simulator without relevelling, no pre-opening doors
5 = Operation with simulator and relevelling as well as pre-opening doors
10 = Operation without simulator

Fraport **Y/N**

Standard value: No
This parameter contains customer-specific special functions (Frankfurt Airport).

Simulation type **xxxx**

Default: 0
Internal for testing:

- If [bit 0 = 1] is set, the car will always stop at the beginning of the zone when going to the next landing. Then the lift is supposed to relevel on its own and move to the centre of the zone.
- If [bit 1 = 1] is set, doors are blocked and landing control is off, the lift will execute an emergency stop every 2 minutes. This serves to examine the stopping behaviour.

I:special_test **x.yy.z**

Default: not defined
This parameter is only intended for use during internal testing procedures at Co. Schneider Steuerungstechnik.

O:Hamid test **x.yy.z**

Default: not defined
This parameter is only intended for use during internal testing procedures at Co. Schneider Steuerungstechnik.

Log items **xxx**

Standard value: 0
This multifunctional parameter serves to configure the log entries.

Show status page **Y/N**

Default: Yes
„Yes“ causes the automatic display of the status page after the configurated time span has elapsed.

Show display page Y/N

Default: No
„Yes“ causes the automatic display of the display page after the configurated time span has elapsed.

Show release page Y/N

Default: No
„Yes“ causes the automatic display of the status page after the configurated time span has elapsed.

T:Switch time pages (s) [xxx]

Default: 60
If the handheld terminal is not operated, one of the pages configured above will be displayed after an adjustable time span in seconds has elapsed. If the value is 0, none of the pages will be displayed.

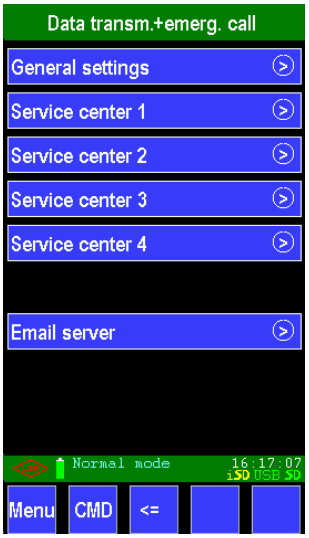
Use USB for userlevel [Y/N]

Default: No
This parameter is only visible if the controller is equipped with a company index and a valid dongle is plugged at the USB-port.
Selecting “Yes” causes the controller to be blocked. In consequence, any further changes can only be performed when a dongle is plugged-in. After the change in settings, the parameter is no longer visible.
ATTENTION: This change is permanent and cannot be reversed once it has been activated

1.9. Parameters - Data transmission/emergency call

The "Data transmission/emergency call" menu serves to make settings which configure the LiSA emergency call and service centre system.

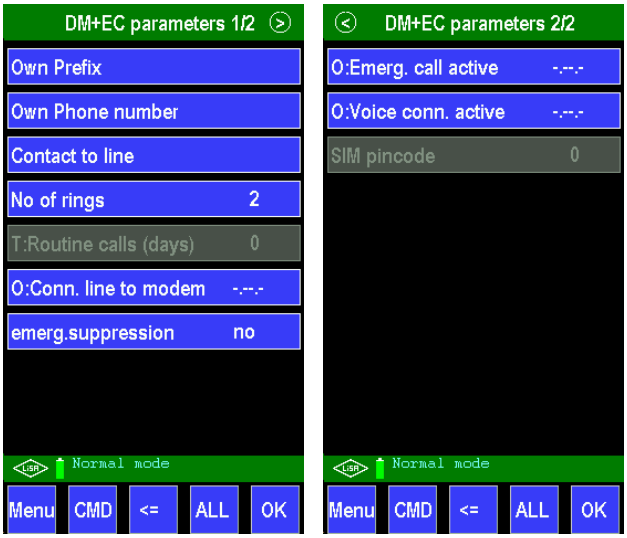
[Direktaufruf: CMD -> 7170 -> OK]



General settings . >

Here you can enter the LiSA emergency call parameters.

[Direktaufruf: CMD -> 7171 bzw. 7172 -> OK]



Own prefix: xxxx

Entry of the prefix to contact the emergency call system (phone number).

Own phone number: xxxx

Entry of the phone number (without prefix) to contact the emergency call system.

Contact to line xxxx

Prefix for an external line in telephone systems.

No. of rings xx

Entry of how often it will ring at maximum until the emergency call is answered.

T: Routine calls (days) xxxx

Entry in days when routine calls are to be made.

O:Conn. line to modem x.yy.z

Entry of the address to activate the output while there is a connection to the emergency call system.

emerg. suppression Y/N

Value range: Yes/No; Deault: No

YES serves to suppress an emergency call to the control centre. Calling to outside the lift is not possible. This is primarily useful during installation and mounting.

O:Emerg. call active x.yy.z

Entry of the address to activate the output while an emergency call is active.

O:Voice conn. active x.yy.z

Entry of the address to activate the output while an emergency call voice communication is active.

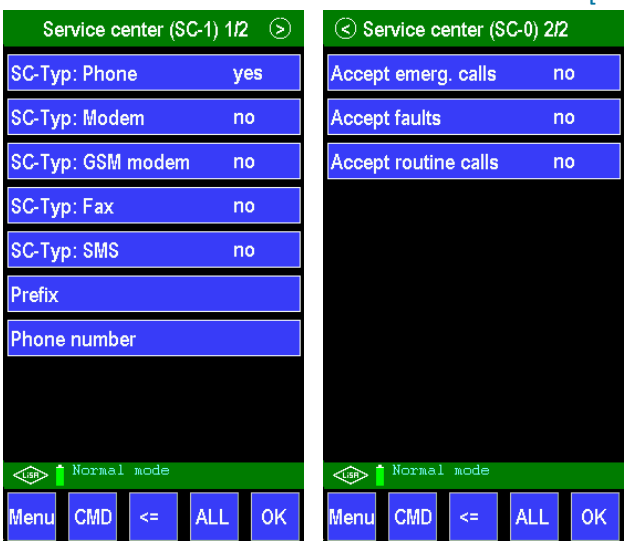
SIM pincode xxxxz

If the SIM card of a GSM modem has a pin code, this number can be entered here. When initialising the card, it is unlocked using the specified number.

Service center 1 >

Here you can enter the LiSA service centre parameters.

[Direct access: CMD -> 7173 or 7174 -> OK]



SC type: Phone Y/N

Setting concerning the type of communication which is to be used.

SC type: Modem Y/N

Setting concerning the type of communication which is to be used.

SC type: GSM Modem Y/N

Setting concerning the type of communication which is to be used.

SC type: FAX Y/N

Setting concerning the type of communication which is to be used.

SC type: SMS Y/N

Setting concerning the type of communication which is to be used.

Prefix xxxx

Setting concerning the prefix which is to be dialled.

Phone number: xxxx

Setting concerning the phone number (without prefix which) is to be dialled.

Accept emerg. calls Y/N

Setting whether emergency calls shall be answered.

Accept faults Y/N

Setting whether faults shall be treated.

Accept routine calls Y/N

Setting whether routine emergency shall will be answered.

Service center 2 >

Here you can enter the LiSA service centre parameters for a second service centre. The menu structure corresponds to "Service centre 1".

Service center 3 >

Here you can enter the LiSA service centre parameters for a second service centre. The menu structure corresponds to "Service centre 1".

Service center 4 >

Here you can enter the LiSA service centre parameters for a second service centre. The menu structure corresponds to "Service centre 1".

Email server >

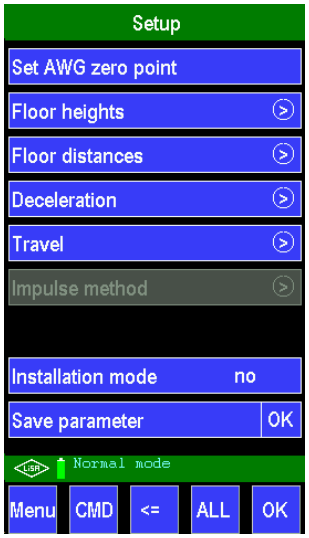
In case of an emergency call, the system can send an e-mail. The parameter has not been unlocked yet.

2. Setup, Test and Maintenance

2.1. Setup (commissioning)

The "Setup" menu summarises the aspects (as described in "Parameters") that must be parameterised by the mechanic for initial commissioning.

[Direct access: CMD -> 7111-> OK]



Set AWG zero point **OK**

In order to set the absolute encoder, the cabin is parked in a levelled position in the lowest landing. By selecting this item, the controller receives the information that the detected value for the absolute encoder represents the zero point or respectively the lowest landing. Which such value is detected precisely, can be seen under “floor heights- ABE reference point”. The indicated floor values in the “floor heights” dialogue are given accordingly.

Floor heights **>**

Here you can enter the landing heights referring to the zero point per landing
[Direct access: CMD -> 7004-> OK]

Floor distances **>**

Here you can configurate the distances between the individual landings.
[Direct access: CMD -> 7011-> OK]

Deceleration **>**

Here you can enter all deceleration values.
[Direct access: CMD -> 7030 and 7036 -> OK]

Travel **>**

Here you can enter all travel parameters (travel monitor time, speeds, distance to final limit switch ect.)
[Direct access: CMD -> 7029 -> OK]

Impulse method >

Should the impulse method be selected in the general parameters, the corresponding settings can be made here.
For a detailed description see item 1.2 Parameters – General settings
[Direct access: CMD -> 7144 -> OK]

Installation mode Y/N

Default: No
Input which serves to activate the installation mode. If installation mode is activated by means of this input, this has the same effect as if a jumper for installation mode were fitted.
That means: no AWG (absolute encoder) is being considered, as speed only V0 (max. 0,2 m/sec.) is possible.
This input can only be reset here in the menu. After a fall of voltage or a reset the previous state is restored automatically.

Save parameter OK

When selecting this item, all previously set parameters are saved.

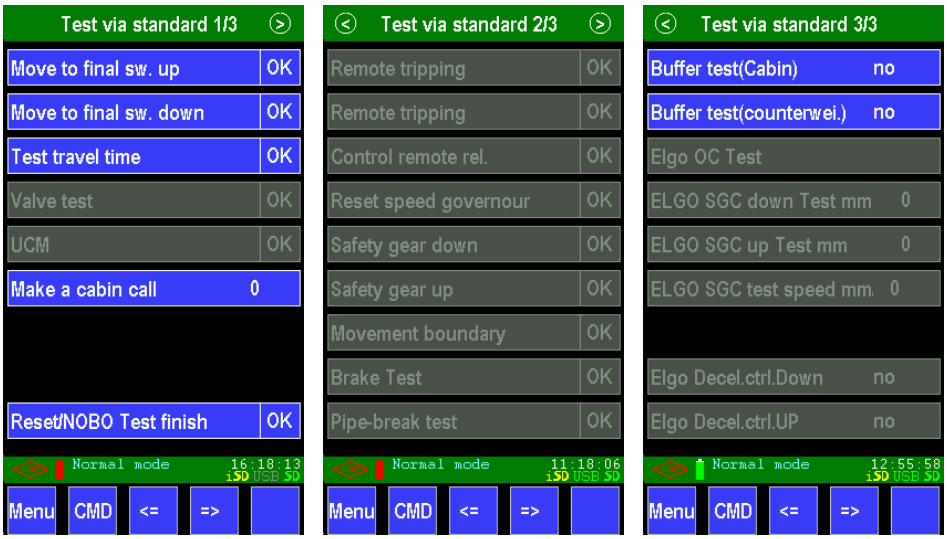
2.2. Test by inspection agency

The "Test via standard" menu provides functions that are useful for acceptance by authorised inspection agencies.
Important for all inspections:
Prior to any tests, the car must be cleared from any persons and secured against re-entry.

Prior to any tests, the car must be cleared from any persons and secured against re-entry.

Select one of the depicted functions in order to start it. The status is displayed by automatically changing to the status window.
The "Reset/NoBo test finish" function triggers a controller restart. This is necessary after the test in order to deactivate the "Test via standard" function.

[Direct access: CMD -> 7192 -> 7056 -> 7247 -> OK]



Move to final sw. up >

Selecting this function starts a travel to the upper limit switch. The travel is completed by interrupting the safety circuit (SK1) when the upper limit switch is actuated.
After leaving the limit switch (SK1 is applied again by lowering), hydraulic lifts will proceed to the lowest landing and remain in the out-of-order status.
Rope-traction lifts must be removed from the final limit switch by recall or other measures.
Resetting is only possible by hand (e.g. inspection, reset).

Important note: the value set for parameter "emergency switch top (mm)" (direct access: 7029) should always be slightly greater than the distance from the topmost landing to the limit switch. Otherwise the system is stopped before the installed switch. If the emergency stop switch did not switch at the value set, an error message is put out: "Software emergency switch top".

Conditions:

- **Before the function is called, the car should be parked in the uppermost landing.**

Move to final sw. down >

Selecting this function starts a travel to the lower limit switch. The travel is completed by interruption of the safety circuit (SK1).
After leaving the final limit switch - which must only be effected by authorised persons - resetting is only possible by hand (e.g. inspection, reset).

Conditions:

- **Before the function is called, the car should be parked in the lowermost landing.**

Test travel time >

Select this function to conduct the next travel with a travel check time of 2s. Therefore the travel will be aborted when exceeding the travel check time.
Resetting is only possible by hand (e.g. recall, reset).

Valve test OK

Select this function to execute the valve test for hydraulic lifts. In order to meet the requirements of EN81-2/A3, an additional down valve can be used when the function of the down valves is monitored.

When starting the function, down valve 1 opens for 5s in order to check if the car starts to move. In case of movement, the lift switches to the out-of-order mode and displays the error message "fault valve 1". If the car does not move, valve 2 will be opened for 5s. Test and response correspond to those mentioned for valve 1, but with the error message "fault valve 2". Resetting is only possible by hand (e.g. reset, 701OK).

Conditions:

- **The car should be parked in the lowermost landing.**

UCM >

Select this function to check up on the device for detecting and triggering the "unintended car movement" (EN81-20 Pt. 5.6.7.2) with closed doors.
There are two ways to test the device:

1) The safety circuit is opened at SK4 prior to the test.
2) The "UCM test mode" relay opens the safety circuit at SK4.

When triggering the test function, the KSLO relay will be activated, the jumper circuit closed and the lift can start travelling despite the open safety circuit.

Leaving zone 1 will open the jumpered safety circuit and all travel signals will be turned off without delay. The display shows all distances and times of this travel.

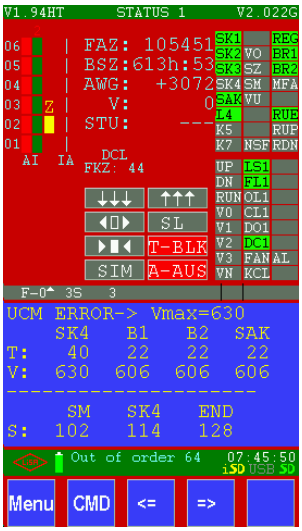
Detecting the UCM by the shaft selection signals in order to meet the limit values can result in short zone lengths and therefore severely impair the "approaching with open doors" function. In response to this issue, the UCM detection has been extended to include a speed check. Here both the controller as well as the inverter as a second channel serves to monitor the car speed and switch off the jumper by means of the safety circuit if the defined limit speed is exceeded.

In this case, too, the display shows the distances and times of the test travel.

SK4 event (SK4 interruption detected):
T = 40 ms: time between leaving the zone and detecting that SK4 is off.
V = 630 mm/s: speed when SK4 is off
S = 114 mm: path travelled when SK4 is off

B1 event (brake 1 applied):
T = 22 ms: time between leaving the zone and closing the contact of brake 1.
V = 606 mm/s: speed when brake 1 applies.

B2 event (brake 2 applied):
T = 22 ms: time between leaving zone 1 and closing the contact of brake 2.
V = 606 mm/s: speed when brake 2 applies.



SAK event (contactors deenergised):
T = 22 ms: time between leaving zone 1 and closing the contactors.

SM event (leaving zone 1):
S = 102 mm: path travelled from the start to leaving zone 1.

END event (UCM completed):
S = 128 mm: path travelled from start to standstill of the car.

Measured VSM value:
speed maximum in mm/s during UCM.

Conditions:

- **The car is parked with closed door without load in the second to last landing**
- **or with full load in the second landing.**
- **The KSLO relay is required for jumpering when starting to move.**

Make a cabin call **0**

By selecting this function you can change to the entry mode. Via keyboard commands you can make car calls, e.g. car call in landing 3 -> 3 OK

Reset/NOBO test finish **OK**

Select this function to reset the controller and terminate the test mode.

Remote tripping **OK**

Select this function to check a speed limiter using an electric release coil. When selecting the function, the TFT display switches to the test view for the speed limiter check. Touch the trigger field to activate the "controller remote release" relay. The relay will stay active for 3s. Touching the screen again will restart the procedure.
Check on the TFT monitor whether the safety circuit opens at SK1.

Conditions:

- **A "speed limiter release" relay is required.**
- **The test can be executed at standstill.**

Control remote rel. **OK**

The function corresponds to the one mentioned before, but for a speed limiter at the counterweight.

Conditions:

- **A "counterweight speed limiter release" relay is required.**
- **The test can be executed at standstill.**

Reset speed governour **OK**

This function serves to reset a locked speed limiter. Call and function correspond to a release. Check on the TFT monitor whether the safety circuit returns at SK1.

Conditions:

- **A "speed limiter reset" relay is required.**
- **The test can be executed at standstill.**

Safety gear down **OK**

Select this function to trigger the downwards fall-arresting device. When activated, the lift travels downwards from one of the upper landings. After reaching rated speed, the "speed limiter release" relay is activated to trigger the fall-arresting device.
On the TFT monitor you can see the path travelled by the lift from triggering to standstill.

Conditions:

- **The car has been loaded with rated load before the test.**
- **The car has been parked in one of the upper landings.**

Safety gear up **OK**

Select this function to trigger the upwards fall-arresting device. When activated the lift travels upwards from one of the lower landings. After reaching rated speed, the "speed limiter release" relay is activated to trigger the fall-arresting device.
On the TFT monitor you can see the path travelled by the lift from triggering to standstill.

Conditions:

- **The car must be cleared of any loads before the test.**
- **The car has been parked in one of the lower landings.**

Movement boundary **OK**

For rope traction lifts, selecting this function enables a travel for testing the movement boundary.

Upon activation, 1 travel in rescue-mode with fast inspection speed (VI) is released for a maximum duration of 2 minutes. Corresponding to the requirements indicated by the movement boundary. And after a bridge has been built in between X01/94 and X01/95, one can conduct a travel into the movement boundary which was perviously activated by the emergency release.

Breake test **OK**

Special parameter only for Kone MX-Drives

Pipe-break test **OK**

This parameter makes it possible to perform a pipe-break test in conjunction with LiMAX33CP as an absolute encoder during ZÜS tests of lifts with a hydraulic controller.

Buffer test(cabin) **y/n**

Energy-consuming buffers (hydraulic buffers) must be tested at rated speed according to the standard. For the test, the bottom emergency limit switch must be jumpered; in systems with an absolute encoder of type LiMAX33CP, the OC contact must be jumpered.
Selecting this function starts a travel to the buffer at rated speed.
Note: This test is not carried out in systems in which the deceleration control is performed by the LiMAX33CP. In this case, travelling to the buffer at rated speed is prevented by the LiMAX33CP in a technically reliable way.

Should a buffer test be carried out nevertheless, proceed as follows:

Buffer test with deceleration control via LiMAX33CP:
In order to test the buffers, a travel to the buffers at the maximum speed for which the buffers are approved will be effected in this case. First, the rated speed must be changed at the inverter to the value required for the buffer test.
Example: Rated speed of the system 2m/sec., buffer approved for 1.6m/sec.
For the test, the rated speed is now changed to 1.6m/sec. at the inverter.
Now the test can be carried out as described above. The same applies to the buffer test at the counterweight, too.

Caution: By jumpering the OC contact at LiMAX33CP, some safety functions are rendered inoperative! You must make sure by all means that the speed is reduced correspondingly at the inverter prior to this test, as otherwise the result would be damages to the system (buffers).
After the test, the jumper at the OC contact of LiMAX33CP must be removed and the rated speed must be set back to the original value at the inverter.

Buffer test(counterwei.) **y/n**

This test corresponds to the procedure of the car buffer test, however here the car travels upwards at rated speed in order to test the hydraulic buffers under the counterweight.
For the test, the upper final limit switch must be jumpered; systems with an absolute encoder type LiMAX33CP require the OC contact to be jumpered.

Elgo OC Test **OK**

→ Only LiMAX 33CP ←

By selecting this function, a self-test of the LiMAX 33CP is triggered manually. The process is the same as during the automatic self-test which is triggered by the controller at least every 24 hours.The OC contact of LiMAX 33CP located in the safety circuit of the controller is opened. The controller detects the opened safety circuit at SK1.

ELGO SGC dn Test mm xxxx

-> Only LiMAX33CP <- Standard value: 0

This function is used to test the overspeed contact at the Limax Safe (**S**afety **G**ear **C**ontact) and to trigger the speed limiter.
For this purpose, a value of at least 500mm above the lowest landing must be entered. During the following downward travel, the Limax Safe will trigger the safety gear at this point.

ELGO SGC up Test mm xxxx

-> Only LiMAX33CP <- Standard value: 0

This parameter is required to test the safety gear in upward direction if the lift is equipped with a safety gear effective in both directions. Except for the direction of motion, this function is equal to the Elgo SGC down test. Here the parameter is set to min. 500mm above the car position. In the subsequent upward travel, the safety gear is triggered in the determined position.

Note: For the reset it is required to activate the switch -S29 Emergency rescue in order to override the additional contacts of the safety gear prior to moving out of the safety gear by recall.

Elgo SGC test speed mm/S 0

-> Only LiMAX33CP <-

This function allows for a test of the safety gear in systems equipped with a LiMAX33CP. In order to carry out this test, the tripping speed for the safety gear must be entered in mm/s after clicking this parameter. The value set will then be displayed in the parameter line of this call-up.

Note: In order that the test works, you must check whether the value of the rated speed in the basic settings is higher than the tripping speed value set. (Menu -> Parameters -> Basic settings 4/5 -> Travel -> Rated speed)

-> Activate a call to trip the test; as soon as the car reaches the previously set tripping speed, the safety gear will triggered, SGC and OC will open.
-> The error message “Overspeed final tripping speed” appears on the handheld terminal.
-> This error remains active even after a reset and can **only** be reset by entering [CMD -> 700 -> ok].

Elgo Decel.ctrl.Down J/N

-> Only LiMAX33CP <- Standard value: No

If decelerations are controlled via LiMAX33CP, this parameter serves to trigger a test of this function during downwards movement. For this purpose, the shaft end is set to the middle of the shaft for the test travel in order to be able to perform the test safely. Prior to the test, the car must be parked in the uppermost landing or at least so far above the shaft middle that the car will reach the rated speed up to this point.

Elgo Decel.ctrl.UP	J/N

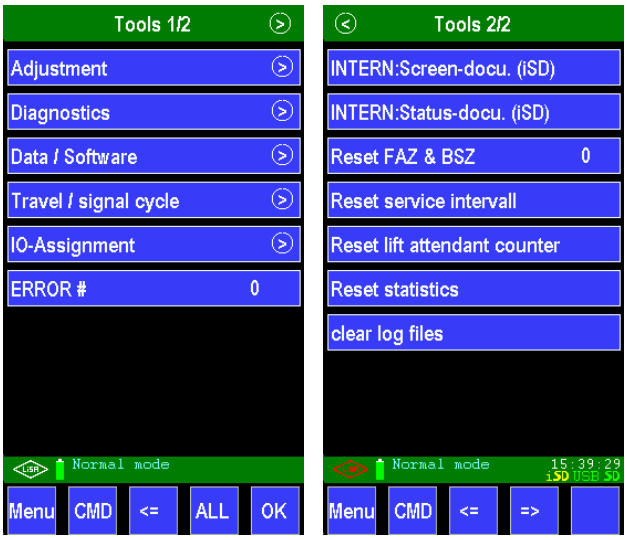
-> Only LiMAX33CP <- Standard value: No

Test of the deceleration control via LiMAX33CP as described in the previous parameter, but during upwards movement. Prior to the test, the car must be parked in one of the lower landings.

2.3. Tools

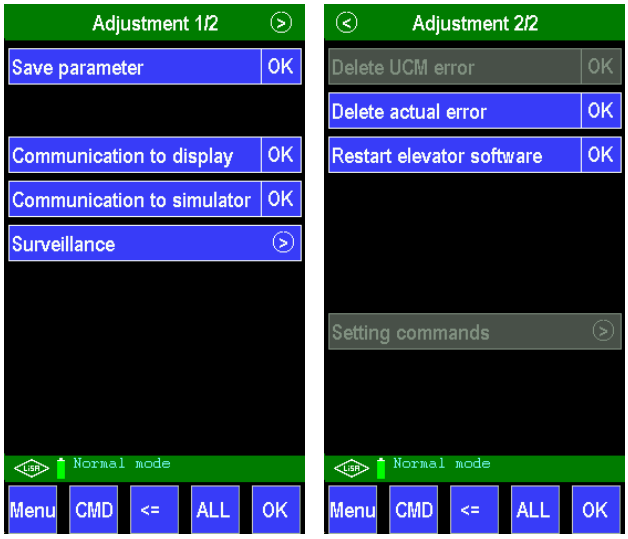
Many of the functions indicated under 'Tools' can be executed by numerical codes. Specific annotations may be found under the corresponding items.
Here, queries can be ignored (if not existent or not installed) as well as system diagnosis and any measures concerning data back-up and recovery conducted.

[Direct access: CMD -> 7012 or 7022 -> OK]



Adjustment	>

[Direct access: CMD -> 7013 or 7014 -> OK]



Save parameter OK

Save all system parameters in the processor as a precautionary measure against power failures. If any parameters were changed, the main-menu **pages** displays an additional, yellow “SAVE” button – pushing the latter has the same effect.

Communication to display OK

The display- and special texts at the landings (2 characters) are sent to the displays and saved there via the LiSA bus. Afterwards, the displays perform a restart in order to make the new texts available. This process can be triggered by the direct command 601-OK.

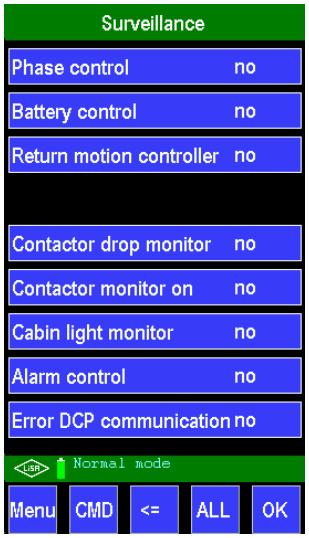
Communicat. to simulator OK

This item is responsible for transferring different configuration parameters to the travel simulator LiSA20-SIM. Under normal lift operation this function has no relevance except for internal testing.

Surveillance >

Depending on the type of installation at hand, surveillance functions can be de-/activated. If for instance a hydraulic lift’s relay boards is not equipped with phase monitoring, this function must be deactivated.

[Direct access: CMD -> 7021-> OK]



Phase control Y/N

-> LiSA20 only <- Default: Yes(LiSA20), No(LiSA21)
NO serves to switch off the phase monitoring. YES activates it.
The LiSA20-RB is equipped with 3 phase-inputs for phase monitoring.
Important: Proper connection requires a neutral conductor in order to ensure the phase direction is being processed correctly!

Battery control Y/N

Default: Yes
NO serves to switch off the battery monitoring. YES activates it.
The LiSA-RB is equipped with a 12V lead battery as emergency supply.

While operating under normal mode the battery is fed with the necessary charging current. Every 6 hours the battery is discharged temporarily in order to check whether the battery voltage is still stable. If the battery does not pass the test, the controller will indicate “Bitte Akku überprüfem/wechseln” (Please check/replace battery). Should the test be unsuccessfull 5 times, the lift goes out-of operation.

Return motion controller Y/N

Default: Yes
NO serves to switch off the recall control so that its inputs RUE, RUP, RDN are beeing ignored. YES turns the inputs active again.

Contactor drop monitor Y/N

NO serves to switch off the contactor drop monitoring. YES activates it.

Contactor monitor on Y/N

NO serves to switch off the contactor pull-in monitoring. YES activates it.

Cabin light monitor Y/N

Default: Yes
NO serves to switch off the car light monitoring. YES activates it.
The LiSA20 relay board checks whether the cabin light voltage L4 applies. If not, the lift goes to “out of order”-mode. A current measurement is no longer conducted from Hardware version V3.1 on. However, a parameter “cabin light sensor” was introduced to evaluate an optical and electrical sensor
[Direct access: CMD -> 7130 -> OK]

Alarm control Y/N

Default: Yes
NO serves to switch off the alarm monitoring. YES activates it.
The controller is equipped with an alarm input “AL”. The alarm is triggered when the input connects to potential “-H”. The display of the hand-held terminal indicates “Alarm activated” and relay K31 applies. If the alarm signal is active for more than 5 seconds and an emergency call system is installed, a connection for voice communication with the control centre will be established automatically by means of a pre-installed modem.
The only exception applies if the parameter “Suppr. emerg. call” on the page for “General outputs 2/6” is set to YES. In that case, no connection for voice communication will be established.

Error DCP communication Y/N

Default: Yes
NO serves to blind out certain errors in DCP communication. YES serves to display them and respond accordingly.

Delete UCM error >

Selecting this item deletes a currently present UCM-error and is identical to the command “700-OK”.

Delete actual error >

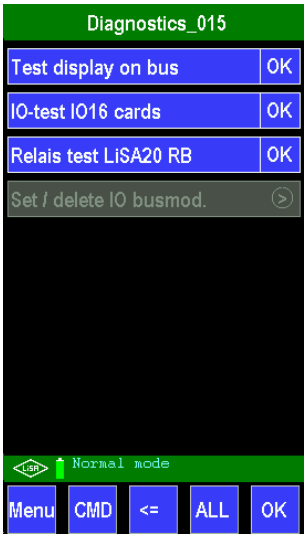
Given a currently present UCM-error can be recitfied, selecting this item serves to delete it. This parameter is identical to the command “800-OK”.

Restart elevator software >

The lift controller software is restarted. This function can be initiated directly via “6060-OK” from the command level.

Diagnostics >

[Direct access: CMD -> 7015-> OK]



Test display on bus >

After selecting this menu item, the hand-held terminal switches to the “Display” page: Every display connected to LiSA-Bus and hand-held terminal starts to first indicate all programmed landing- and then all special texts. After this longer test procedure is terminated, the Bus-displays return to normal operation and the hand-held terminal changes back to the diagnosis page.
The direct command for this procedure is “404-OK”.

IO test IO16 cards >

After selecting this menu item the hand-held terminal switches to the “Status 2” page (RB+PB+APO). In the second signal area with 4 lines (IO1, IO9, I17 and I25) the 16 signals from each of the two IO-cards are indicated. With this test, the IO-signals are set according to a certain pattern which is then counterchecked in order to investigate whether the inputs have set the signals likewise. The signals I01 to I16 test the IO16-card on slot X3 while signals I17 to I32 test the IO16-card on slot X2. After the testing procedure is terminated, the display shows an error report indicating which IO-16 card poses potential problems and which works properly.

The direct command for this procedure is “405-OK”.

Relay test LiSA20 RB >

This menu item serves to test all relays on the relay board LiSA20/21.

Attention: Prior to conducting this test, all connectors from the relay board which are activated with a relay as well as the connector from the processor board for parallel inverter activation must be disconnected! This way, no unintended action can be performed.

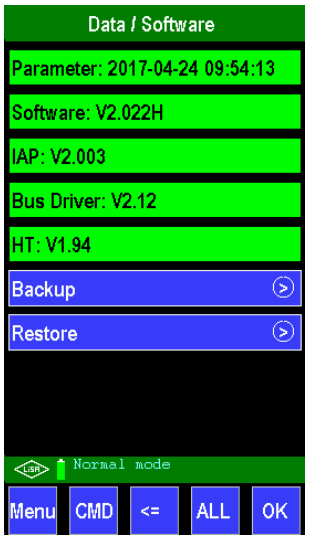
The hand-held terminal changes to “Status 2”-page (RB+PB+APO). First, all travelling relays as well as free relays are switched through: They are all alternately activated collectively and individually. Then, all travel signals are transmitted to the inverter – output by output. Finally, all relays are activated and deactivated collectively. The test is finished.
The relay test may also be started with the command “401+OK”.

Set / delete IO bus mod. >

NOTE: not completed yet!

Data / Software >

[Direct access: CMD -> 7019 -> OK]



This page shows all currently installed software products. These are:

- Date and time of the last saved set of parameters
- the LiSA20 software version on the processor which is currently at use
- the central processing unit’s “In-application-processor software” version; this is the controller’s boot loader
- the bus driver version used on the LiSA20 controller board
- the version of the connected hand-held terminal

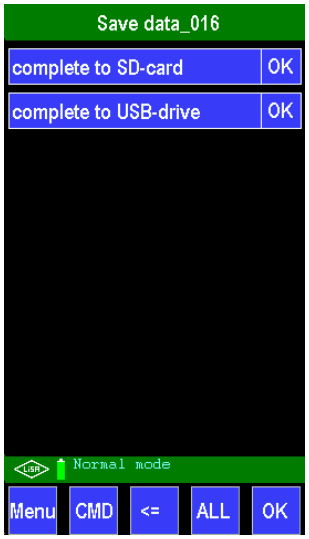
All software types can be read in as a file.

General information:

Media SD-card and USB-flash drive need to be equipped with FAT32 data system and must contain one partition only! Also refer to user manual part A / 3.9

Save Data >

[Direct access: CMD -> 7016 -> OK]



Performing a back-up is sensible prior to conducting a test, adjusting settings or exchanging hardware (processor board). By selecting these menu items one initiates all controller data to be saved on a flash-drive or SD-card in order to be able to recover it on the same or also another hardware.

Complete to SD card >

This item is active when a valid SD-card is plugged on the LiSA20/21 controller board. When selected, this function serves to save all parameters, log-files, the software, processor-IAP and a current parameter-text-file into a back-up folder (labelled with date and time) on the SD-card. Its main folder carries the name of the lift-ID which – if assigned - is saved under the lift-information menu item.
After activating this button several bars will appear on the display, indicating the different back-ups until, at the end, an OK-button appears on the display in order to make sure there is enough time for oneself to properly read the information on the display.

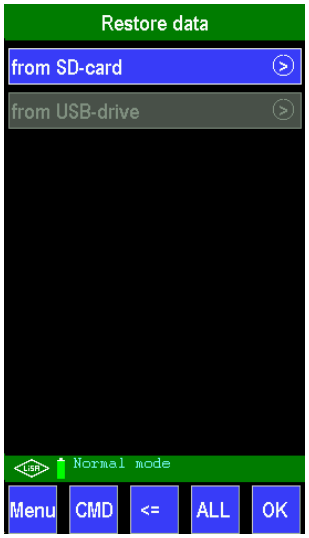
Complete to USB drive >

This menu item is active when a valid USB-flash drive is plugged on the LiSA20/21 controller board.
Processor boards LiSA20, delivered until the first quarter of 2015 can only be used for this purpose after having been slightly modified, i.e. after having removed a resistor. (Please refer to user manual part A / 3.9.3)

After this modification, a USB-flash drive should be detected without further complications.
The process of backing-up the data corresponds to the description for using a SD-card.

Restore data >

[Direct access: CMD -> 7017 -> OK]



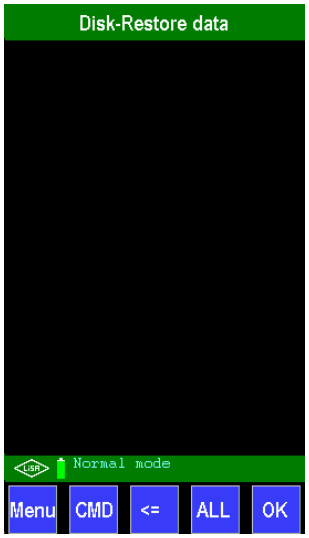
from SD card >

and

from USB drive >

These menu items are active when either a SD-card or a USB-flash drive is detected on the processor board.
When choosing one particular memory medium, further distinctions are made in terms of specifically which software is to be recovered.

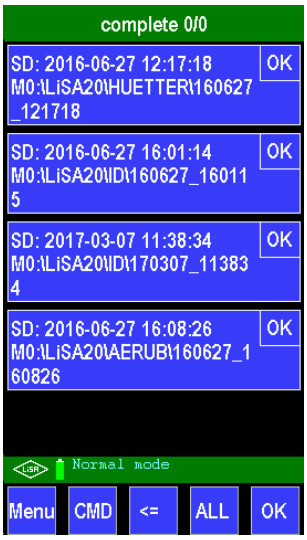
[Direct access: CMD -> 7219 -> OK]



complete >

Selection for complete recovery of the LiSA20 software, the LiSA20 IAP (boot loader) and parameters. The log on the controller remains unaffected!

[Direct access: CMD -> 7220-> OK]

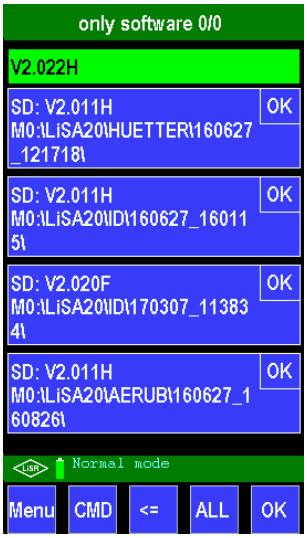


Depending on the available files, complete back-ups would be listed here for selection and direct activation.

only software >

Selection for recovering solely LiSA20 software. Any other software remains unaffected.

[Direct access: CMD -> 7221-> OK]

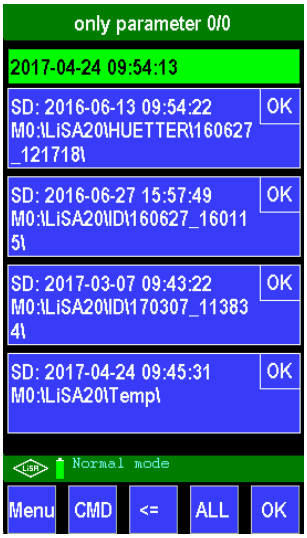


Depending on the available files, the LiSA20 software versions in the different memory medium folders are displayed here for selection and direct activation.

only parameter >

Selection for recovering saved parameters. Any other software remains unaffected.

[Direct access: CMD -> 7222-> OK]

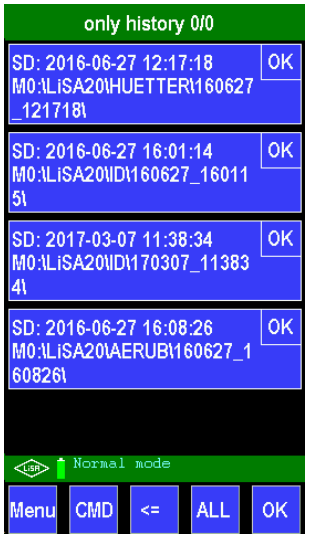


Information: If parameters are saved in a Temp-subdirectory, these procedures are conducted from within the menu. The desired parameter configurations which are to be recovered can be selected here and re-saved to the processor.

only history >

Selection for recovering saved logs. Any other software remains unaffected.

[Direct access: CMD -> 7223 -> OK]



Depending on the available files, the log-files in the different memory medium folders are displayed here for selection and direct activation.

only IAP >

Selection for recovering the processor's saved IAP (boot loader). Any other software remains unaffected.

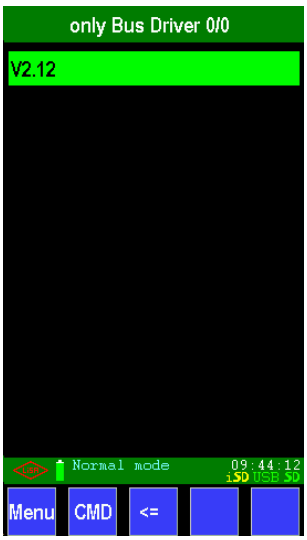
[Direct access: CMD -> 7224-> OK]

Depending on the files available, the IAP's in the different memory medium folders from the chosen menu are displayed here for selection and direct activation.

only Bus Driver >

Selection for recovering the bus driver on the processor board. Any other software remains unaffected.

[Direct access: CMD -> 7225-> OK]

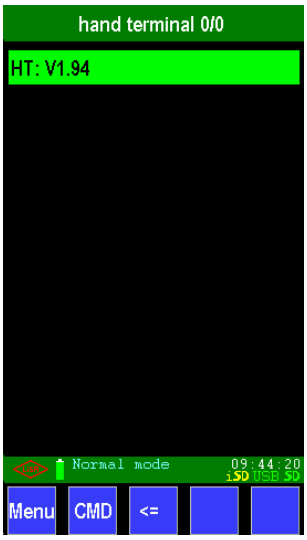


Depending on the files available, the LiSA bus driver in the different memory medium folders from the chosen menu are displayed here for selection and direct activation.

hand terminal >

Selection for recovering software of the hand-held terminal. When running the update, please do not disconnect the hand-held terminal, since otherwise the update might be incomplete. Any other software remains unaffected.

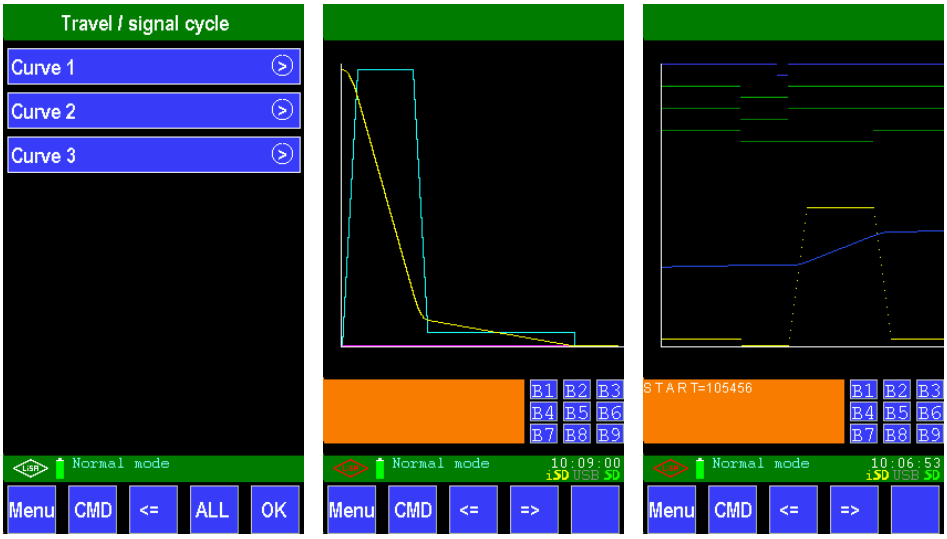
[Direct access: CMD -> 7226-> OK]



Depending on the files available, the hand terminal softwares in the different memory medium folders from the chosen menu are displayed here for selection and direct activation.

Travel / signal cycles >

[Direct access: CMD -> 7020-> OK]



Curve 1 >

Travel curve (yellow) and acceleration/deceleration (green)

Curve 2 >

Signal curves of the inverter (upper half)

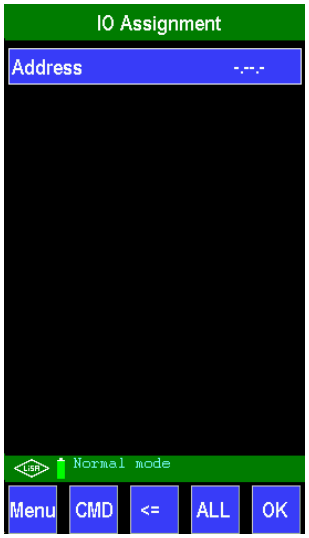
Curve 3 >

Not yet defined

IO-Assignment >

This item enables an examination regarding possible double-assignments of IOs.

[Direct access: CMD -> 7153 -> OK]



In order to look for a specific IO-assignment, select the address button and enter the desired IO for querying its function. Underneath the button a list of all the assignments corresponding to that particular IO will appear. Normally, only one assignment parameter should be given here. If there are more, a double assignment is at hand. In order to rectify such a situation, select the listed parameter and change its configuration on the next appearing configuration page.

Error # xxxx

By entering a specific error number here, the corresponding error text will be displayed. This function was introduced so that it is not always necessary to refer to the user manual.

INTERN: Screen docu. (iSD)

Internal function: By selecting this button, all parameter pages of the controller are stored to the SD card (iSD) of the handheld terminal (HT) as images (BMP). Precondition is that an SD card was been plugged into the HT and that the HT has suitable software. There are currently 234 different parameter pages.

INTERN: Status docu. (iSD)

Internal function: By selecting this button, all status pages of the controller are stored to the SD card (iSD) of the handheld terminal (HT) as images (BMP). Precondition is that an SD card has been plugged into the HT and that the HT has suitable software.

Reset FAZ & BSZ xxxx

Internal parameter to reset the travel and operating hours counter.
An input prompt is opened to clear the memory. Here the current number of travels (FAZ) must be entered. By confirming the entry, the FAZ and BSZ counter is reset to zero.

Reset service intervall OK

Under menu – parameter – special – service interval one can set restrictions for the lift operation: one can monitor the operating hours counter BSZ, travel counter FAZ and any changes of direction CD. This is relevant to ensure the safe operation for instance in case of

installations with plastic ropes which are only fit to perform a limited number of travels/changes in direction. For resetting these counters, the above item is selected and the procedure recorded in the log.

From software version V2.070N on, it is required for reasons of safety to enter the correct number of travels indicated by the travel counter (FAZ) on p. 165 in order to reset the maintenance interval.

Reset lift attendant counter

Internal parameter for resetting the lift attendant counter.
This counter was designed to reflect the number of travels which showed errors in levelness in relation to the overall number of travels.

Reset statistics

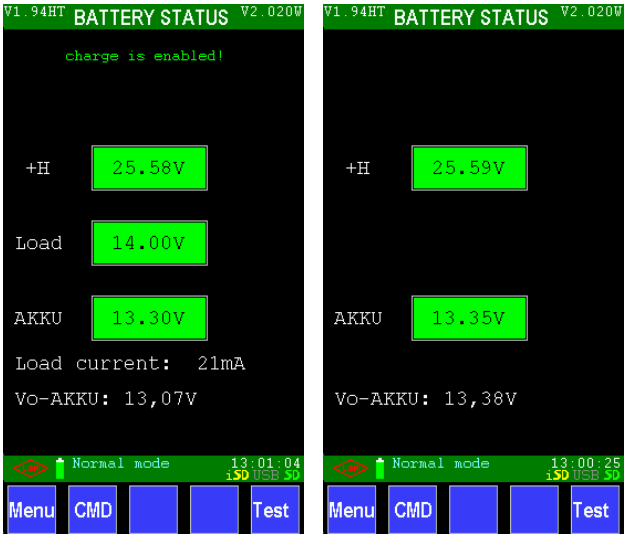
Internal parameter which serves to reset the landing runs.
This counter records the number of travels towards each landing separately.
The corresponding values can be accessed via history –> floor counters (page 232)

clear log files

Internal parameter in order to reset the log files. By activating this menu item and confirming with Yes, the events and errors stored will be deleted.

2.4. Battery

In addition to the current supply voltage, the charging voltage and the state of the emergency battery connected to terminals XK5 (1;2) is displayed.



If the battery charging is switched on, this is displayed so on the screen as well as the necessity of charging and the active charging current

General: A battery test is executed automatically every 6 hours as well as with each restart. If the test is successful, everything is ok. If not, this is displayed during each travel by "Please check BATTERY!". After 5 negative test results the lift is switched "out of operation".

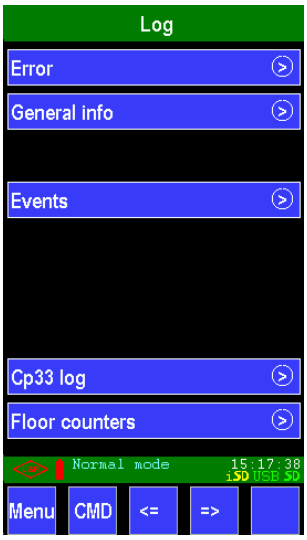
2.5. Display

The “Display” menu serves to show the display in the bus. It indicates the landing labelling (2 characters), the travel direction arrow and the operating state text – if an error is detected.

2.6. Log

The "Log" menu serves to call errors and incidents chronologically. The general section provides statistical information about the operation.

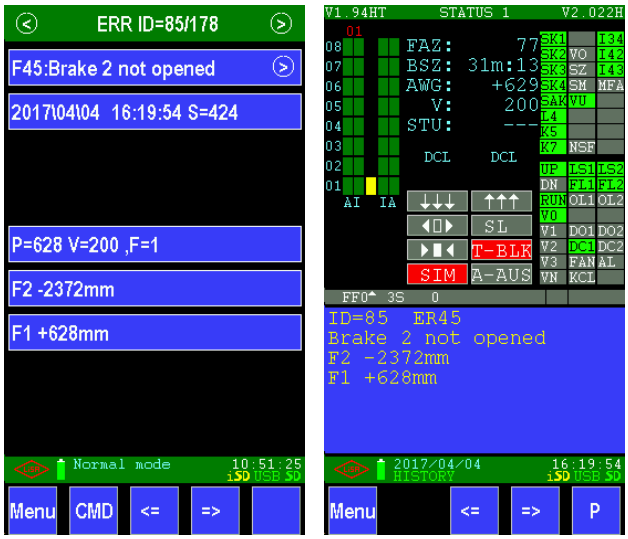
[Direct access: CMD -> 7148-> OK]



Error >

Change to the indication of errors occurred so far.

[Direct access: CMD -> 7152-> OK]



The stored errors are displayed with the most recent ones being listed first. You can read the short information containing date, time and absolute encoder position. Hitting the error changes to the status display and the state of the controller at that particular time is displayed (including all signals and position...).
The arrows at the bottom serve to go to the previous or next errors saved here.
The "Menu" button terminates the presentation.

General info >

Change to the indication of the general statistical incident counts. This is solely for informational purposes.

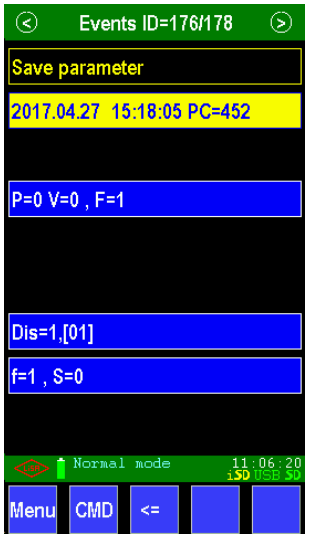
[Direct access: CMD -> 7150-> OK]

The "Menu" button terminates the presentation.

Events >

Change to the indication of incidents occurred so far.

[Direct access: CMD -> 7148-> OK]



The stored incidents are displayed with the most recent ones being listed first. You can read the short information containing date, time and absolute encoder position.
The arrows at the top serve to go to the previous or next stored incidents.
The "Menu" button terminates the presentation.

CP33 log >

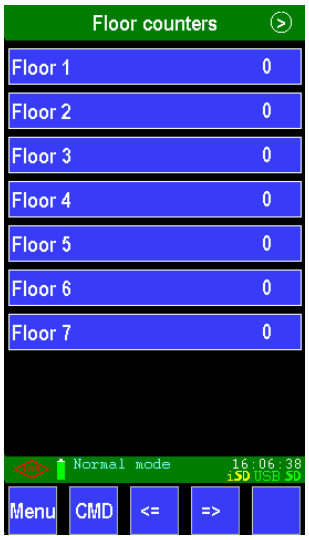
Calling of the log files of LiMAX33CP

Note: This parameter is only displayed if a LiMAX33CP is used as the absolute encoder.

Floor counters >

Change to display of travel counts in each landing

[Direct access: CMD -> 7232 -> OK]



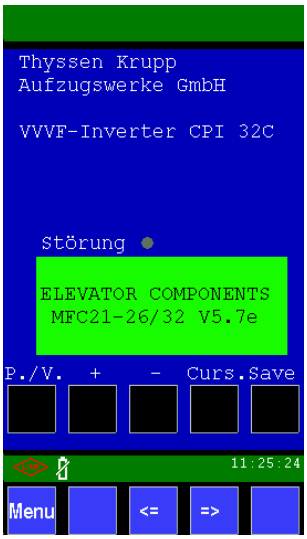
The number of recorded travels to each landing is displayed. The counter can be reset by using the “reset statistic” (p. 22).

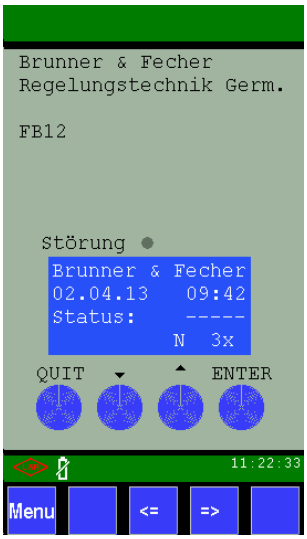
Note: The IAP (In Application Proccessor software) must be at least at version V2.003. The counters are also reset in case of voltage loss at the 12V power supply (battery).

2.7. DCP

This menu item is only visible or selectable if the DCP connection has been turned on. This can be done in the menu "Parameters - General settings - DCP Y/N".

Under DCP3/4 mode with inverter, the display, the control keys and the status messages are displayed here. The status is always according to the current inverter state. This dialogue serves to parameterise the inverter as if it was operated directly using its control unit.





At the bottom there is the Menu button and the button to change to the previous and next page.

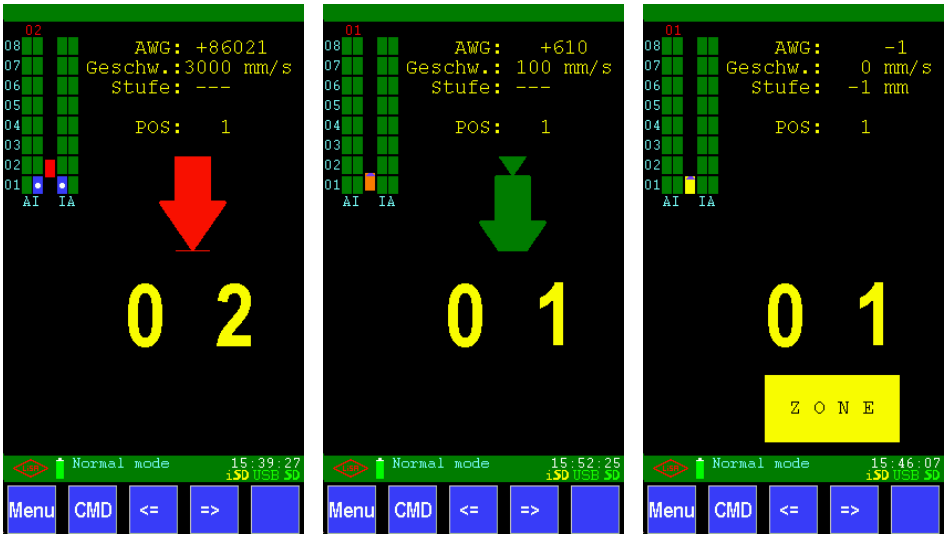
2.8. User

In order to protect the controller from unauthorized changes in the settings it is possible to setup a “user-level control” which requires a special dongle for locking the controller.

The prerequisites and an instruction for setting up such a “user-level control” are described in the additional chapter “Userlevel via USB”.

3. Release (emergency)

In the event of a necessary release of people, the car position, speed and step are displayed here.



The travel direction is indicated by the arrow: if no arrow is visible, the car is in the zone. If the arrow is green, the speed is less or equal to 0.1 m/s. If it is faster, the arrow is red (as a warning).
The landing name and the zone are displayed below.

4. Parameter Index