



TRACTION SURVEY FORM

Company:		VC #	
Address:		Purchase Order #	
		Date:	
Att.:		Job Name:	
Phone:		Job Location:	
Fax:		Number of Cars	

Ship To:

Company:		Contact:	
Address:		Phone:	
		Notice Required:	<input type="checkbox"/> 24 hrs <input type="checkbox"/> 48 hrs <input type="checkbox"/> Other
		Lift Gate Truck:	<input type="checkbox"/> Yes <input type="checkbox"/> No

Certification: UL CSA Other: _____

Office Prints: 11"x17" Diskette/CD Submittals Email Address: _____

Type: Passenger Freight Overhead Basement MRL Geared Gearless
 Relay Logic Microprocessor (MH-3000) PLC (GE 90-30) PLC (Other): _____

SSAC 2SAC MG-Set (Open-Loop) MG-Set (Closed-Loop)* DC Drive*
 Variable Freq AC (*Open-Loop ≤150FPM*) Flux Vector AC* (*Closed-Loop ≥200FPM*)
 Synchronous Permanent Magnet AC Drive* * Tach/Encoder required: _____

Landings: No. of Landings: _____ Total Travel: _____ Short Floors
 Front Openings # _____ @ _____ Rear Openings # _____ @ _____

Travel Between Ldgs.: 1 _____ 2 _____ 3 _____ 4 _____ 5 _____ 6 _____ 7 _____ 8 _____ 9 _____ 10 _____
 10 _____ 11 _____ 12 _____ 13 _____ 14 _____ 15 _____ 16 _____ 17 _____ 18 _____ 19 _____ 20 _____
 20 _____ 21 _____ 22 _____ 23 _____ 24 _____ 25 _____ 26 _____ 27 _____ 28 _____ 29 _____ 30 _____

Operation: Selective Collective Single Automatic Pushbutton Call & Send
 Single Button Collective Constant Pressure Pushbutton Real Time Dispatching
 Simplex Duplex Triplex Group Specify: _____
 Operator Interface Unit Machine Room Monitoring Machine Room Monitoring w/Remote Access
 Notes: _____

Doors: GAL MOD GAL MOM GAL MOH GAL MOVFR VCI MODSS Door Controller
 MAC SS MAC STD ECI: _____ Other: _____

Manual: Retiring Cam Fixed Cam Bi-parting Freight Swing Door
 AC: _____ V - _____ φ - _____ Hz @ _____ Amps DC: _____ V - _____ Ω @ _____ Amps
 Power Freight Manuf.: _____ Auto-open Auto-close



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Building Power: ___V - ___φ - ___Hz

Car: Capacity: _____ Speed: _____

Landing/Leveling System: IP 8300 IP-8700 NEMA 1 w/Steel Tape NEMA 12/4 w/Stainless Steel Tape
 Car Top Mag. Switch Package (*Max 6 Ldgs. 200 fpm*)
 Programmable Car Top Selector Programmer Limit Switch & Cam Package
 Landing/Leveling by Others: Output/Floor Pulsing

Emergency Fire Svc: A17 '96 A17 '98 A17 '00 A17 '02 A17 '04 A17 '05
 CAN B44-98 CAN B44-00 Local Code: _____
Main Landing: _____ Alternate Landing: _____

Fixtures: *Standard Fixture Voltage is 115VAC Unless Specified*

Car Position Indicator Hall Position Indicator ___V AC DC
 Hall PI's @ Non-Main Ldg. Direction Arrows Line Per Floor Inputs Binary Input Gray Code Input
 C.E. Electronics PI Driver Board
 Call Register Lights ___V AC DC
 Car Travel Lantern ___V AC DC ½ Stroke Gong Programming by VC
 Hall Lanterns ___V AC DC ½ Stroke Gong Programming by VC
 Passing Gong ___V AC DC
 Door Open Bell ___V AC DC
 In-Use Lights ___V AC DC
 Barrier Free Gong ___V AC DC BFG @ Ldg. _____

Features:

Hoistway Insp. Access Top Btm _____
 Inspection Pushbuttons in Controller Hospital Service -- "Code Blue"
 3-Wire Calls Massachusetts EMT Hospital Service
 Independent Service Security Service (*code entered via car call buttons*)
 Attendant Service Card Reader Provisions
 Emergency Generator Operation Car-to-Lobby Switch
 Door Nudging with Timed Electric Eye Cutout Key Lockouts in C.O.P. @ Ldgs.: _____
 Infrared Curtain Unit (Nudge on Fire Service) Emergency Terminal Slowdown Device
 Safety Edge with ICU or Elect. Eye Rope Brake
 Load Weighing Bypass (Device Not Included) Homing Specify Landing: _____
 Reverse Phase Monitor Seismic Specify Device & Code: _____
 Slow Speed on Inspection Drive Isolation Transformer
 Fire Service Blanking of Position Indicator Drive Applied Harmonic Filter (IEEE 519)
 5-Minute Position Indicator Cutout _____
 Shunt Trip Operation _____

Enclosures:

Wall Mounted Free Standing Back Panel Only Hinged Enclosure
 NEMA 1 NEMA 12 NEMA 4 NEMA 4X Other: _____
 Special Dimensions: ___" H x ___" W x ___" D _____



Brake: Provide Manufacturer's Data / Nameplate Data

Hollister/Whitney Other: _____ Economy Switch: Yes No
 AC: _____ V - ____φ @ _____ Amps DC: Pull-In _____ V Hold _____ V _____ Ω

NOTE: Please provide as much information as available about the motor you want the project to be based on.

1 or 2 Speed AC & Variable Frequency:

Provide Manufacturer's Data / Nameplate Data

Existing or New Motor by You

Manuf.: _____ Motor: _____ V-3φ-60Hz _____ HP Ratio: ____:1
Fast: _____ A _____ RPM Slow: _____ A _____ RPM No Load (Mag): _____ A

New Motor by VCI

Foot Mounted Required Motor RPM: _____

Flange Mounted:

Machine Manuf.: _____ Machine No.: _____ Frame Size: _____

Synchronous Permanent Magnet AC:

Provide Manufacturer's Data / Nameplate Data

Machine Manuf.: _____ Machine Efficiency: _____ % Sheave Dia.: _____ in.
Motor: _____ V-3φ-____ Hz _____ Amps _____ kW _____ RPM Roping: ____:1
Abs. Encoder: Stegmann (Hiperface Interface) Heidehain (EnDat Interface) Compensation: Cable
 Other: _____ None

Motor-Generator:

Provide Manufacturer's Data / Nameplate Data

Manuf.: _____ New Reuse
AC: _____ HP _____ VAC _____ F.L. Amps _____ RPM Wye-Delta Across-the-line
 Other: _____
Generator: _____ KW Name Plate _____ VDC Name Plate _____ A
Shunt Field: Series Parallel (Provide Sketch)
Shunt Field Resistance (Measured) _____ Ω
Shunt Field Volt @ Level Speed: Up _____ V Down _____ V Level Speed: Up _____ FPM Down _____ FPM
Shunt Field Volt @ High Speed: Up _____ V Down _____ V

Note: Provide "Controller Schematic" showing connections of generator suicide & hoist motor loop with "wire markings".

DC Hoist Motor:

Provide Manufacturer's Data / Nameplate Data

Manuf.: _____ New Reuse
_____ HP _____ RPM Name Plate _____ V Name Plate _____ A
Field: Series Parallel (Provide Sketch)
Field Voltage @ High Speed: _____ V Field Voltage @ Level Speed: _____ V Field Voltage @ Standing: _____ V
Field Resistance (Hot): _____ Ω High Speed (Tached): Up _____ FPM Down _____ FPM
Arm. Volts @ High Speed: Up _____ V Down _____ V Arm. Amps @ High Speed: Up _____ A Down _____ A

Special Notes:

Traction Survey Form Descriptions

This list is intended to provide only a general description of some of the significant items listed on the Traction Survey Form. For a more detailed description, feel free to contact our sales department by calling (804)225-5530 or emailing sales@vacontrols.com. Please visit www.vacontrols.com for product details.

Type:

[SSAC] Refers to a system utilizing a single speed AC motor. Systems of this type utilize either resistance or torque controlled starting and stop on the mechanical brake. The Model MSSAC controller is an ideal product to control this type of elevator system.

[2SAC] Refers to a system utilizing a two speed AC motor. Systems of this type utilize torque controlled starting and stop on the mechanical brake. The Model M2SAC controller is an ideal product to control this type of elevator system.

[MG-Set (Open-Loop)] Refers to a system utilizing a motor-generator set. Car speed is regulated through precise control of the generator field current. The Model MVV controller is an ideal product to control this type of elevator system.

[MG-Set (Closed-Loop)] Refers to a system utilizing a motor-generator set. Car speed is regulated through precise control of the generator field current via tachometer feedback. The Model MCLVV controller is an ideal product to control this type of elevator system.

[DC Drive] Refers to a system utilizing a DC motor. The Model MDCD controller is an ideal product to control this type of elevator system.

[Variable Freq AC (Open-Loop \leq 150FPM)] Refers to a system utilizing an AC induction motor without a feedback device (i.e. encoder). The Model MVAC controller is an ideal product to control this type of geared elevator system.

[Flux Vector AC (Closed-Loop \geq 200)] Refers to a system utilizing an AC induction motor with a feedback device (i.e. encoder). The Model MVFCL controller is an ideal product to control this type of geared elevator system.

[Synchronous Permanent Magnet AC Drive] Refers to a system utilizing a gearless Synchronous Permanent Magnet AC motor. The Model MVFPM controller is an ideal product to control this type of elevator system.

Operation:

[Selective Collective] Refers to the "most common" automatic control of the elevator's operation. Push buttons in the car, corresponding to the floors served, up and down push buttons at intermediate floors and single push buttons at each terminal floor are used. Once a direction of travel is selected, calls are collected in that direction.

[Single Button Collective] Refers to the automatic control of the elevator's operation similar to "Selective Collective" except that a single push button at each floor is used.

[Single Automatic Push Button] Often confused with "Selective Collective." Refers to the automatic control of the elevator's operation where only one call at a time can be registered. Like "Single Button Collective," a single push button at each floor is used.

[Real Time Dispatching] Refers to a dispatching system for a group of elevators that analyzes each call to determine which car is best suited to handle the call. The dispatching algorithm then assigns the call to the car which can most quickly and efficiently handle the call. The algorithm automatically recognizes peak traffic patterns such as: Heavy Up and Incoming traffic, Heavy Down, Two-way traffic, and Lobby Demand, and adjusts the operation automatically. The system continually monitors, in real-time, the status of all elevators, and re-assigns calls as required to provide optimum service.

[Call & Send] Refers to the automatic control of the elevator's operation where a station at each floor can be used to call the elevator to you or send the elevator to another floor.

[Constant Pressure Push Button] Refers to the manual control of an elevator's operation requiring constant pressure on an up or down push button to move the elevator.

[Duplex] This system will keep one car at the Main Dispatch Landing, as the Lobby Car, and allow the other car, or the Free Car, to stop at it's last call. The Lobby Car will answer calls in the Low Zone, and the Free Car will answer all other calls. The Lobby Car may leave the lobby to assist the Free Car under various load conditions.

[Triplex] This system is similar to "Duplex" except that it uses a multi-zone approach to distribute the cars in the shaftway.

[Group] This system consists of 2 or more elevators and utilizes "Real Time Dispatching."

[Operator Interface Unit] Specifies an interface, usually via a multi-line, alphanumeric display, to monitor status, change system variables and access fault log information. The GE DataPanel is commonly used on GE PLC based elevator control systems.

[Machine Room Monitoring] Specifies a monitoring system that provides real-time status of car condition, location and operation. This system is highly customizable and can be tailored to a variety of applications.

[Machine Room Monitoring w/ Remote Access] Specifies a "Machine Room Monitoring" system that allows access by connected remote user(s) via a common interface such as Microsoft Internet Explorer.

Doors:

[ECI] Refers to any of the door operators from Elevator Components Industries Inc., which has been acquired by GAL of the Bronx, NY. Please indicate which model will be used. Door control resides on the operator and is initiated by the elevator control system.

[GAL MOD] Refers to GAL's Master Operator Door which consists of a ¼HP, DC motor with sprocket, chain, belt, and sheaves. It is capable of opening the car and hoistway doors simultaneously at a speed up to 1½FPS. Door control is integral with the elevator control system. Optional control using the VCI MODSS module is available.

[GAL MOH] Refers to GAL's Master Operator High Speed which consists of a ½HP, DC motor with heavy duty sprocket, chain, belt, and sheaves. It is capable of opening the car and hoistway doors simultaneously at a speed up to 3FPS. Door control is integral with the elevator control system.

[GAL MOM] Refers to GAL's Master Operator Medium Speed which consists of a ¼HP, DC motor with heavy duty sprocket, chain, belt, and sheaves. It is capable of opening the car and hoistway doors simultaneously at a speed up to 2FPS. Door control is integral with the elevator control system.

[GAL MOVFR] Refers to GAL's closed loop high performance door operator with encoderless VVVF drive. Door control resides on the operator and is initiated by the elevator control system.

[MAC SS] Refers to the Moline PM/SSC standard door operator that utilizes a low voltage permanent magnet DC motor most commonly used with a speed of 1-2FPS. Door control resides on the operator and is initiated by the elevator control system.

[MAC STD] Refers to the Moline "old style" door operator. Door control is integral with the elevator control system.

[VCI MODSS] The MODSS Door Operator Controller provides accurate control of GAL MOD, MOM and MOH Door Operators. Smooth door operation is achieved with independent adjustments for six preset speeds. To compensate for variations in door weight, an adjustable acceleration rate is provided. LEDs are used to indicate door open and close modes.

[Other:] Allows the customer to specify the existing door operator that will be retained. Please provide as much information as possible.

Landing / Leveling System:

[IP8300] Specifies a steel-tape based hoistway positioning system that utilizes north and south pole magnets as targets. A 2" wide tape allows for 3 rows of magnets. Typically used with non-2000 code control systems.

[IP8700] Specifies a steel-tape based hoistway positioning system that utilizes north and south pole magnets as targets. A 4" wide tape allows for 7 rows of magnets. Typically used with 2000+ code control systems.

[Car Top Mag. Switch Package] Specifies a basic positioning system that utilizes magnetic switches located on the car top that activate when a metal, rail mounted, vane passes through the switch. This system is not suitable for car speeds above 200FPM.

[Programmable Car Top Selector] Specifies a steel-tape based hoistway positioning system that utilizes a perforated tape to encode the elevator's position. Targets are programmed using a hand held programming tool.

[Limit Switch & Cam Package] Specifies a package that provides the required terminal landing slowdown and stopping limit switches. A car mounted cam is provided, based on elevator speed. This system is not suitable for car speeds above 400FPM.

Features:

[Hoistway Insp. Access] Specifies a feature whereby the elevator can be commanded to move, at reduced speed, by a hall key switch at terminal floors. The 2000+ elevator code is very specific as to when this feature is required.

[3-Wire Calls] Specifies a wiring scheme where call buttons share a common with their call register light.

[Independent Service] Specifies a feature where control of the elevator is given to the operator. Hall calls will be canceled and the car will run from car calls only. When stopped, the doors will remain open.

[Attendant Service] Often confused with "Independent Service", specifies a feature where total control of the elevator is given to the operator whereby hall calls can be answered or bypassed.

[Keyed Lockouts in C.O.P.] Specifies that keyed lockout switches will be used in the car operating panel. The elevator control system will bypass these lockouts on Emergency Fire Service Phase II operation. This feature is NOT required when keyed lockouts are used ONLY in the hall station.

Enclosures:

[NEMA 1] Indoor use primarily to provide protection against contact with the enclosed equipment and against a limited amount of falling dirt.

[NEMA 12] Indoor use to provide a degree of protection against dust, dirt, fiber flyings, dripping water, and external condensation of noncorrosive liquids.

[NEMA 4] Either indoor or outdoor use to provide a degree of protection against falling rain, splashing water, and hose-directed water; undamaged by the formation of ice on the enclosure.

[NEMA 4X] Either indoor or outdoor use to provide a degree of protection against falling rain, splashing water, and hose-directed water; undamaged by the formation of ice on the enclosure; resists corrosion.



VIRGINIA CONTROLS