



VIRGINIA CONTROLS

DATA PANEL
OPERATING
INSTRUCTIONS

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DATAPANEL OPERATING INSTRUCTIONS

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INTRODUCTION

Refer to the GE DataPanel Manual for general operating instructions. This document describes the specific screens programmed for this application, and the function of the pushbuttons where they differ from the default.

When the unit is powered up, it will show the Car Status Screen (Screen # 2), which shows the general status of the car. The screen number is shown on the top right of each screen.

A flashing “!” in the top left corner of the screen indicates a communication failure. To reset the DataPanel, cycle the power by pressing the DataPanel Reset Pushbutton. Unplugging the DataPanel will cause a communication failure.

SCREENS

The screens are grouped in the following categories. The number of screens in each group will vary with each installation, so the actual number of any particular screen may vary. Refer to the list of specific screens for each particular job to determine the appropriate screen numbers.

Screen #	Screen Description
1	Main Menu
2	Car Status
3	Running Status
4	Shutdown Status
5	Door Status
6	Fire Status
7	Communication Fault Codes
8	Fault Log Display
9-12	Register Car Calls
13-16	Register Up Hall Calls
17-20	Register Down Hall Calls
21-32	Adjustment Screens – Door Times, Shutdown Times, Fire Landings, etc.

FUNCTION KEYS

Function Keys F1-F4 use the default GE programming, as described in the GE DataPanel Manual.

Key	OPERATION IN RUN MODE	OPERATION IN EDIT MODE
F1	ESCAPE. Not used in Run Mode.	Quits edit mode without changing the value
F2	PAGE DOWN. Go to Next Page/Screen.	Goes to the next editable value. If a value is being edited, it decreases the value. The longer the button is pressed the faster the value decrements.
F3	PAGE UP. Go to Previous Page/Screen.	Goes to the previous editable value. If a value is being edited, it increases the value. The longer the button is pressed the faster the value increments.
F4	ENTER. Begins Edit Mode. The cursor will be under the value to be edited.	Starts editing a value. If a value is being edited, accepts the new value. Press again to return to Run Mode.

Function keys F5-F8 are modified based on the screen that is being viewed, as follows.

Key	Screen 1	Screens 2-8, 21-32	Screen 9-12	Screens 13-20
F5	Go to Mode Menu	Go to Screen 1	Enter Car Call	Enter a Hall Call
F6	Go to Screen 2	Go to Screen 2	Enter Car Call	Enter a Hall Call
F7	Go to Screen 8	Go to Screen 8	Enter Car Call	Enter a Hall Call
F8	Go to Screen 21	Go to Screen 21	Enter Car Call	Enter a Hall Call

SCREEN DESCRIPTION

In the sample screens shown below, information in **BOLD** can be changed.

To change a register value, navigate to the desired screen, then press F4/Enter.

The DataPanel will go into the edit mode, and the cursor will flash under one of the editable values (usually the lowest value on the screen).

Use F2/Down or F3/Up to move the cursor to the value that is to be changed, then press F4/Enter.

Use F2/Decrease and/or F3/Increase to change the value to the desired value.

The longer the key is held down, the faster the value will change.

Press F4/Enter to accept the change or F1/Escape to reject the change.

Press F2/Down or F3/Up to select another value to change, or press F4/Enter to return to the Run Mode.

Screen 1 – Main Menu

```
F5=MAIN MENU 1
F6=CAR STATUS
F7=FAULT LOG
F8=ADJUSTMENTS
```

This screen provides a reminder of the operation of function keys F5-F8 on most screens (except screens 9 through 20). Press F5-F8 to jump to the desired screen.

STATUS SCREENS

The Status Screens show the status of the car, either in general, or of a specific part of the operation. If a particular mode or function is active, then the message for that mode is visible. In the screens shown below all messages are shown as if they are on, so that the relative positions can be seen. Normally only a few of the messages would be visible at any one time. The description for the screens below gives a breakdown by line of what will cause the messages to be displayed.

Screen 2 – General Status

```
NotAUTO PI= 1 2
FIRE2 INS SafOPN
DrOPEN IDSSHUTDN
DrCLOSED DZ UPDN
```

Line 1

- “Not**AUTO**” is visible if the car is not answering hall calls, otherwise “**AUTO**” is visible.
- “**PI=1**” shows the car Position Indicator
- “**2**” is the screen number

Line 2

- “**Fire**” is visible if the car is on Fire Service, “**2**” is also visible if it is on Fire Service Phase 2.
- “**INS**” is visible if the car is on Inspection Operation
- “**SafOPN**” is visible if the Safety String is open. This indicates that the input from terminal 6 is low, so the car will not be able to run.

Line 3

- “**DrOPEN**” This is visible if the Door Open Limit is broken, indicating the doors are fully open.
- “**IDS**” This is visible if the car is on Independent Service.
- “**SHUTDN**” This is visible if the car is on shutdown. Go to the Shutdown Status screen (screen 4) for details on the cause of the shut down.

Line 4

- “**DrCLOSED**” This is visible if the Door Close Limit is broken, indicating the doors are fully closed.
- “**DZ**” This is visible if the car is in the Door Zone.
- “**UP**” This is visible if the car is running up.
- “**DN**” This is visible if the car is running down.

Screen 3 – Running Status

```
NotAUTO PI= 1 3
INS FIRE2 SafOPN
IDS TEST ULFDLDZ
UPDN FSSS Out-DZ
```

Line 1

- “NotAUTO” is visible if the car is not answering hall calls, otherwise “AUTO” is visible.
- “PI=1” show the car Position Indicator
- “3” is the screen number

Line 2

- “INS” is visible if the car is on Inspection Operation
- “Fire” is visible if the car is on Fire Service, “2” is also visible if the car is on Fire Service Phase 2.
- “SafOPN” is visible if the Safety String is open. This indicates that the input from terminal 6 is low, so the car will not be able to run.

Line 3

- “IDS” This is visible if the car is on Independent Service.
- “TEST” This is visible if the Hall Call Cutout Sw Input is high. The car will not respond to halls calls.
- “UL” This is visible if the car is leveling up.
- “FDL” This is visible if the car is running down to a floor after stopping between floors.
- “DL” This is visible if the car is leveling down.
- “DZ” This is visible if the car is in the Door Zone.

Line 4

- “UP” This is visible if the car is running up.
- “DN” This is visible if the car is running down.
- “FS” This is visible if the car is running fast speed.
- “SS” This is visible if the car is running slowing down on a floor-to-floor run.
- “Out-DZ” This is visible if the car has stopped outside the Door Zone.

Screen 4 – Shutdown Status

```
NO SHUTDOWN 4
RUN-FLT BRK-FLT
DV-OFF EP DV-ONF
HSC ETSD DRCHECK
```

The sample shown above is a typical screen for traction systems. The actual messages and their location may vary depending on the features of the control system. The possible shutdown messages shown on lines 2-4 are listed below.

Line 1

- “NO SHUTDOWN” is visible if the car is not in shutdown, otherwise “SHUTDOWN” is visible.
- “4” is the screen number

Lines 2 through 4

These lines show any faults that are currently present in the system. The actual faults for a particular job may vary, depending on the drive system and type of control. The following is a list of faults, and their possible causes. If the wording shown in quotes below is visible on the screen, then that fault has occurred.

- “BRK-FLT” (Used with Traction systems only) This is visible if the Drive On or Safe inputs fail to change state properly when the car starts or stops. Check the contacts in the Drive On and Safe input circuits if this fault occurs. A problem with a relay contact in one of the running circuits could also cause this fault.
- “DRCHECK” (Used with Door Contact Monitoring only) This is visible if the Door Contact Input indicates the doors are closed, but the Door Close Limit indicates the doors are open. This is usually caused by jumping the Door Contacts.
- “DV-OFF” (Used with Drives that provide an ON Input only) This is visible if the Drive Ready signal is off, indicating the drive is not ready to run. Check the drive.

- “DV-ONF” (Used with Drives that provide an ON Input only) This is visible if the car was running and the Drive On input went off. This is usually caused by a drive fault. Check the fault log in the drive.
- “EP” (If Used) This is visible if the system is on Emergency Power. This does not necessarily put the car on shutdown, as the car may be returning to the Main Ldg, or selected to run.
- “ETSD” (Used with Emergency Terminal Slowdown Device only) This is visible if the High Speed Counter detected an overspeed as the car approached the terminal landing. Refer to the ETSD setup and operating instructions in the schematic for details on setting up and operating the ETSD system. This fault will also be seen if the ETSD Switches do not operate as expected when the car reaches a terminal landing.
- “HSC” (Used with High Speed Counter only) This is visible if the High Speed Counter has detected an overspeed condition. Check the FA sheet in the schematic and the fault indicators (usually the car call lights) to determine which overspeed fault occurred.
- “LEV-FLT” (If provided) This is visible if the Up and Down Leveling Switches are on at the same time.
- “PA-FAIL” (Used with Variable Frequency AC Drives only) This is visible if the PA Input fails to come on during a run. The PA input shows the external run condition.
- “PA-STUCK” (Used with Variable Frequency AC Drives only) This is visible if the PA Input fails to drop after a run. This could indicate a stuck contactor.
- “RUN-FLT” (Traction systems) This is visible if the car has been running for a preset adjustable time, and has not passed a floor. The car will shutdown wherever it is. The root cause is that the PLC thinks the car should be running, but the selector does not indicate the car is passing floors. Check the selector, drive, speed selection contacts to the drive, run relays, brake relays.
- “RUN-FLT” (Hydraulic systems) This is visible if the car has been running up for a preset adjustable time. The car will stop, then run down to the main landing or the lowest landing. The doors will operate, but the car will not run. Possible causes include low oil level, pump motor failure, failure of the pump initiation contacts, or failure of the floor positioning system.

Screen 5 – Door Status

DOORS OPEN	5
OPENING	ICU-TMR
CLOSING	DO-FAIL
CLOSEDNUDDC-FAIL	

Line 1

- “DOORS” This will always be visible, as a heading for the screen
- “OPEN” This is visible if the Door Open Limit is broken, indicating the doors are fully open.
- “5” is the screen number

Line 2

- “OPENING” This is visible if the doors are opening.
- “ICU-TMR” This is visible if the ICU Timer has tripped. The ICU/Electric Eye Input will be disabled. The Safety Edge, if used, will still operate. The trip time for the cutout timer is adjustable.

Line 3

- “CLOSING” This is visible if the doors are closing
- “DO-FAIL” This is visible if the doors failed to open properly. The doors will close, and the car will continue to answer other calls. Check the setting of the Door Open Limit Switch.

Line 4

- “CLOSED” This is visible if the doors are fully closed
- “NUD” This will be energized if the doors are Nudging. This can be initiated by the Nudging Timer or the ICU Timer.
- “DC-FAIL” This is visible if the doors failed to close properly. The doors will reopen, then attempt to close again. Check the setting of the Door Close Limit Switch.

Screen 6 – Fire Status

FIRE STATUS	6
FIRE1NORMALFIRE2	
SMOKE ALT	HOLD
MRSMK SHUNT	RETN

Line 1

- “FIRE STATUS” This will always be visible as the header for the screen.
- “6” is the screen number

Line 2

- “FIRE1” This is visible if the car is on Fire Service Phase 1.
- “NORMAL” This is visible if the car is not on Fire Service Phase 1 or Phase 2.
- “FIRE2” This is visible if the car is on Fire Service Phase 2.

Line 3

- “SMOKE” This is visible if a Smoke Sensor has tripped, and the system is on Fire Service
- “ALT” This is visible if the Main Landing Smoke Sensor has tripped and the car is to return to the Alternate Landing.
- “HOLD” This is visible if the car is on Fire Service Phase 2 in the Hold Mode (doors fully open and the Car Fire Switch in the Hold position)

Line 4

- “MRSMK” This is visible if the Hoistway or Machine Room Smoke Detector(s) required for the 1998 Fire Code have tripped. This will cause the Fire Light to flash, as a warning that the car should not be run on Fire Service Phase 2, as it may be shut off at any moment.
- “SHUNT” This is visible if the Machine Room Fire Sensor(s) have tripped. This is part of the Shunt Trip system, and indicates the Shunt Trip will be activated soon, thus removing power from the controller. The car will stop at the next floor.
- “RETN” This is visible if the car is on Fire Service Phase 2 in the Return Mode (doors fully open and the Car Fire Switch in the Off position). The car will close the doors and then go to Phase 1.

Screen 7 – Communication Fault Codes

COMM STATUS	7
LAST ERROR	???

Line 1

- “COMM STATUS” is the screen header, “7” is the screen number

Line 3

- “LAST ERROR ???” This will show the last communication error. The possible codes are:
 - 101 Timeout
 - 102 Checksum Received Error
 - 103 Bad Character Received Format Error
 - 104 Bad Message Framing Error
 - 105 Bad Message Format Received
 - 106 NAK Response Received
 - 107 Comms Block Format Error
 - 108 Invalid Command

A flashing “!” in the top left corner of the screen indicates a communication failure. Check the cables between the DataPanel and the PLC. Press the DataPanel Reset Pushbutton to reset the DataPanel. Unplugging the DataPanel will cause a communication failure.

FAULT LOG DISPLAY

Press F7 from most screens to jump to the Fault Log Display.

Screen 8 – Fault Log Display

```

=FAULT LOG 01 8
FAULT CODE 02
TIME 003 (004)
0000 0000 000 0
    
```

Line 1 shows the Fault Log entry currently being viewed, which will be a value between 1 and 50. To view additional faults, press F4/Enter. Press F2 or F3 to move the cursor to the Fault Log Entry number (shown as 01 in the sample screen above). Then press F4/Enter. Press F2 or F3 to change to the desired Fault Log Entry, then press F4/Enter. The screen number, “8”, is shown at the far right.

Line 2 shows the Fault Code for the Fault Log Entry that is currently being viewed. Refer to the FAULTLOG sheet in the schematic for a description of all the Fault Codes. Note: The Fault Code is displayed in DECIMAL, but the list in the FaultLog sheet shows the Fault Code as Hexadecimal, since the Hand-Held Programmer shows the value as hexadecimal. Refer to the chart below to translate the value from decimal to hexadecimal.

Dec	Hex	Dec	Hex	Dec	Hex	Dec	Hex	Dec	Hex	Dec	Hex	Dec	Hex	Dec	Hex	Dec	Hex	Dec	Hex
0	0	4	4	8	8	12	C	16	10	20	14	24	18	28	1C	32	20	36	24
1	1	5	5	9	9	13	D	17	11	21	15	25	19	29	1D	33	21	37	25
2	2	6	6	10	A	14	E	18	12	22	16	26	1A	30	1E	34	22	38	26
3	3	7	7	11	B	15	F	19	13	23	17	27	1B	31	1F	35	23	39	27

Line 3 shows the time stamp for the Fault Log Entry that is currently being viewed. The value in parentheses (shown as 004 above) is the current time. This value increments every 6 minutes. This value can be changed in the same way as the Fault Log Entry value, to set the Fault Log Time Stamp to correspond to the current time. If the current time is set according to the chart below, then this chart can also be used to determine the time of day for the fault log time stamp.

Code	Time	Code	Time	Code	Time	Code	Time	Code	Time	Code	Time
0	12:00 AM	40	4:00 AM	80	8:00 AM	120	12:00 PM	160	4:00 PM	200	8:00 PM
1	12:06 AM	41	4:06 AM	81	8:06 AM	121	12:06 PM	161	4:06 PM	201	8:06 PM
2	12:12 AM	42	4:12 AM	82	8:12 AM	122	12:12 PM	162	4:12 PM	202	8:12 PM
3	12:18 AM	43	4:18 AM	83	8:18 AM	123	12:18 PM	163	4:18 PM	203	8:18 PM
4	12:24 AM	44	4:24 AM	84	8:24 AM	124	12:24 PM	164	4:24 PM	204	8:24 PM
5	12:30 AM	45	4:30 AM	85	8:30 AM	125	12:30 PM	165	4:30 PM	205	8:30 PM
6	12:36 AM	46	4:36 AM	86	8:36 AM	126	12:36 PM	166	4:36 PM	206	8:36 PM
7	12:42 AM	47	4:42 AM	87	8:42 AM	127	12:42 PM	167	4:42 PM	207	8:42 PM
8	12:48 AM	48	4:48 AM	88	8:48 AM	128	12:48 PM	168	4:48 PM	208	8:48 PM
9	12:54 AM	49	4:54 AM	89	8:54 AM	129	12:54 PM	169	4:54 PM	209	8:54 PM
10	1:00 AM	50	5:00 AM	90	9:00 AM	130	1:00 PM	170	5:00 PM	210	9:00 PM
11	1:06 AM	51	5:06 AM	91	9:06 AM	131	1:06 PM	171	5:06 PM	211	9:06 PM
12	1:12 AM	52	5:12 AM	92	9:12 AM	132	1:12 PM	172	5:12 PM	212	9:12 PM
13	1:18 AM	53	5:18 AM	93	9:18 AM	133	1:18 PM	173	5:18 PM	213	9:18 PM
14	1:24 AM	54	5:24 AM	94	9:24 AM	134	1:24 PM	174	5:24 PM	214	9:24 PM
15	1:30 AM	55	5:30 AM	95	9:30 AM	135	1:30 PM	175	5:30 PM	215	9:30 PM
16	1:36 AM	56	5:36 AM	96	9:36 AM	136	1:36 PM	176	5:36 PM	216	9:36 PM
17	1:42 AM	57	5:42 AM	97	9:42 AM	137	1:42 PM	177	5:42 PM	217	9:42 PM
18	1:48 AM	58	5:48 AM	98	9:48 AM	138	1:48 PM	178	5:48 PM	218	9:48 PM
19	1:54 AM	59	5:54 AM	99	9:54 AM	139	1:54 PM	179	5:54 PM	219	9:54 PM
20	2:00 AM	60	6:00 AM	100	10:00 AM	140	2:00 PM	180	6:00 PM	220	10:00 PM
21	2:06 AM	61	6:06 AM	101	10:06 AM	141	2:06 PM	181	6:06 PM	221	10:06 PM
22	2:12 AM	62	6:12 AM	102	10:12 AM	142	2:12 PM	182	6:12 PM	222	10:12 PM
23	2:18 AM	63	6:18 AM	103	10:18 AM	143	2:18 PM	183	6:18 PM	223	10:18 PM
24	2:24 AM	64	6:24 AM	104	10:24 AM	144	2:24 PM	184	6:24 PM	224	10:24 PM
25	2:30 AM	65	6:30 AM	105	10:30 AM	145	2:30 PM	185	6:30 PM	225	10:30 PM
26	2:36 AM	66	6:36 AM	106	10:36 AM	146	2:36 PM	186	6:36 PM	226	10:36 PM
27	2:42 AM	67	6:42 AM	107	10:42 AM	147	2:42 PM	187	6:42 PM	227	10:42 PM
28	2:48 AM	68	6:48 AM	108	10:48 AM	148	2:48 PM	188	6:48 PM	228	10:48 PM
29	2:54 AM	69	6:54 AM	109	10:54 AM	149	2:54 PM	189	6:54 PM	229	10:54 PM
30	3:00 AM	70	7:00 AM	110	11:00 AM	150	3:00 PM	190	7:00 PM	230	11:00 PM
31	3:06 AM	71	7:06 AM	111	11:06 AM	151	3:06 PM	191	7:06 PM	231	11:06 PM

32	3:12 AM	72	7:12 AM	112	11:12 AM	152	3:12 PM	192	7:12 PM	232	11:12 PM
33	3:18 AM	73	7:18 AM	113	11:18 AM	153	3:18 PM	193	7:18 PM	233	11:18 PM
34	3:24 AM	74	7:24 AM	114	11:24 AM	154	3:24 PM	194	7:24 PM	234	11:24 PM
35	3:30 AM	75	7:30 AM	115	11:30 AM	155	3:30 PM	195	7:30 PM	235	11:30 PM
36	3:36 AM	76	7:36 AM	116	11:36 AM	156	3:36 PM	196	7:36 PM	236	11:36 PM
37	3:42 AM	77	7:42 AM	117	11:42 AM	157	3:42 PM	197	7:42 PM	237	11:42 PM
38	3:48 AM	78	7:48 AM	118	11:48 AM	158	3:48 PM	198	7:48 PM	238	11:48 PM
39	3:54 AM	79	7:54 AM	119	11:54 AM	159	3:54 PM	199	7:54 PM	239	11:54 PM

Line 4 shows the Car Status at the time of the fault for the Fault Log Entry that is currently being viewed. The 11 '0's correspond to bits 16 to 6 as described in the FAULTLOG sheet in the schematic, and as shown below. Bit 16 is on the far left, and Bit 6 is on the right. The value at the far right, is the floor position of the car when the fault occurred.

- [xxxx xxxx xxx ?] Far Right = Floor Positionn (one or two digits)
- [xxxx xxxx xx? x] Bit 6 = Last Run was Up (0=Down)
- [xxxx xxxx x?x x] Bit 7 = Last Direction Indicator was Up (0=Down)
- [xxxx xxxx ?xx x] Bit 8 = Car was Running
- [xxxx xxx? xxx x] Bit 9 = Car was Running Fast Speed
- [xxxx xx?x xxx x] Bit 10 = Car was on a Floor-to-Floor Run
- [xxxx x?xx xxx x] Bit 11 = Door Contacts Input was ON
- [xxxx ?xxx xxx x] Bit 12 = Door Close Limit Input was ON
- [xxx? Xxxx xxx x] Bit 13 = Door Open Limit Input was ON
- [xx?x xxxx xxx x] Bit 14 = Up Level Switch Input was ON
- [x?xx xxxx xxx x] Bit 15 = Down Level Switch Input was ON
- [?xxx xxxx xxx x] Bit 16 = Door Zone Switch Input was ON

REGISTER CALLS

Note: For screens 9 to 20 the operation of the Function Keys F5-F8 is changed to allow them to be used to register calls. To jump to another screen, use F3 to scroll the display back to Screen 13, then use F5-F8 to jump to the desired screen. If you attempt to register a call for a landing that the car does not serve, the call will not be registered. Normally, only the screens for Car Calls are provided. The screens available will be listed in the Appendix, which is specific for each job.

Screens 9 to 12 – Register Car Calls

CAR CALLS	9
F5=1	F7=3
F6=2	F8=4
1234567890123456	

Line 1

- "CAR CALLS" is the screen header, "9" is the screen number

Lines 2 and 3

- These lines shows the Landings that calls can be entered for using F5-F8 on this screen.

Line 4

- "1234567890123456" The number corresponding to each car call is visible if that call is registered. Note that for the landings above 9, only the last digit will be shown. For example if the call at the 12th landing is registered, the a "2" is visible on the right side of the line.

Screens 10, 11 and 12 are similar to screen 9, except screen 10 is for car calls for landings 5-8, screen 11 is for landings 9-12 and screen 12 is for landings 13-16. Line 4 will be the same for screens 9-12.

Screens 13 to 16 – Register Up Hall Calls

UP HALL	13
F5=1	F7=3
F6=2	F8=4
123456789012345	

Line 1

- “UP HALL CALLS” is the screen header, “13” is the screen number

Lines 2 and 3

- These lines shows the Landings that calls can be entered for using F5-F8 on this screen.

Line 4

- “1234567890123456” The number corresponding to each Up Hall Call is visible if that call is registered. Note that for the landings above 9, only the last digit will be shown. For example if the call at the 12th landing is registered, the a “2” is visible on the right side of the line.

Screens 14, 15 and 16 are similar to screen 13, except screen 14 is for car calls for landings 5-8, screen 15 is for landings 9-12 and screen 16 is for landings 13-15. Line 4 will be the same for screens 13-16.

Screens 17 to 20 – Register Down Hall Calls

DOWN HALL	17
	F7=3
F6=2	F8=4
234567890123456	

Line 1

- “DN HALL CALLS” is the screen header, “17” is the screen number

Lines 2 and 3

- These lines shows the Landings that calls can be entered for using F5-F8 on this screen.

Line 4

- “234567890123456” The number corresponding to each Down Hall Call is visible if that call is registered. Note that for the landings above 9, only the last digit will be shown. For example if the call at the 12th landing is registered, the a “2” is visible on the right side of the line.

Screens 18, 19 and 20 are similar to screen 17, except screen 18 is for car calls for landings 5-8, screen 19 is for landings 9-12 and screen 20 is for landings 13-16. Line 4 will be the same for screens 17-20.

ADJUSTMENT SCREENS

Refer to the appendix and the FA adjustment sheet in the schematic for a listing of the factory default values and settings available for each specific job. The adjustment screens allow these values to be adjusted. The Appendix shows a layout of the screens available for each specific job.

To Change a Setting

1. Press F2 or F3 to navigate to the desired screen, then press F4/Enter. The DataPanel will go into the edit mode, and the cursor will flash under one of the editable values (usually the lowest value on the screen).
2. Use F2/Down and F3/Up to move the cursor to the value that is to be changed, then press F4/Enter.
3. Use F2/Decrease and F3/Increase to change the value to the desired value. The longer the key is held down, the faster the value will change.
4. Press F4/Enter to accept the change or F1/Escape to reject the change.
5. Press F2 or F3 to select another value to change, or press F4/Enter to return to the Run Mode.

Screens 21 to 31 – Adjustments

=DOOR TIMES===21	
Hall Calls	5.0
Car Calls	3.0
Shortened	1.0

The sample above shows a typical screen. The actual screens for each job will vary depending on the adjustments available for that job.

Line 1 shows the heading for the screen, which indicates the type of settings on that screen. It also shows the screen number on the far right.

Lines 2 through 4 show the settings for that screen. Refer to the listing provided with this manual in the Appendix, for a listing of the settings used with a particular job, which screen they are located on, and the factory default settings. The listing below, grouped by function, shows a description of the possible settings. Sheet FA in the schematic also shows the settings available for the specific job, and shows the factory default settings.

Door Time Settings.

- “Hall Calls” The Door Time when responding to a Hall Call.
- “Car Calls” The Door Time when responding to a Car Call.
- “Shortened” The Door Time when reopening from a Door Open Button, or if the Door Close Button has been pressed.
- “Nudge Time” If the doors are held open for this time, then nudging will be initiated.
- “ICU Cutout” If the ICU/Electric Eye Input is held on continuously for this time, the ICU/Electric Eye Input is disabled.
- “Door Stuck” If the doors do not open or close fully in this time, then they are stopped, and reversed.
- “DrStuckRst” (Door Stuck Reset) The delay before allowing the doors to try to open or close again after failing to open or close properly. This delay prevents the door motor from overheating if the doors should become stuck for an extended period of time.

Job Settings.

- “# Ldgs” The number of Landings served by the elevator.
- “Main” or “Main Ldg” The Fire Service Main Landing.
- “Alt” or “Alt Ldg” The Fire Service Alternate Landing
- “Home” or “Home Ldg” The Landing for Forced Homing, if enabled. With Duplex systems one car will normally home to the Fire Service Main Landing, and the other car can be set to home to the Lobby, an alternate landing, or remain at the last landing served. With Simplex systems the car can be set to home to the Main Fire Recall Landing or the alternate home landing. This value sets the alternate home landing on Duplex or Simplex systems.
- “Home Delay” The car will home after it has been idle for this time. Homing must be enabled by the appropriate Adjustable Bit Feature.
- “Adj Feat” Adjustable Bit Features, as shown on sheet FA of the schematic.
- “Adj Feat2” Adjustable Bit Features 2, as shown on sheet FA of the schematic.

Fault Timers

- “Run Timer” If the car runs for this time without passing a floor it will shut down.
- “Car Stuck” Car and Hall Call Buttons at the current floor are ignored after this time. This prevents a stuck button from locking up the car.
- “#FaultReset” The number of automatic Shutdown Fault Resets allowed.

Duplex Settings

- “Back Call” The delay before initiating a back call (the car has a call behind it) on a Duplex system.

- “Hall Help” The delay before releasing a car from an assigned zone to allow it to answer calls assigned to another car.
- “LowZone” The bit mask for the floors that are in the low zone of a Duplex. The value is a 16bit binary number with each bit corresponding to a floor.

Overspeed Settings

- “CarSpeed” The car speed in fpm divided by 10. For example, enter a value of “35” for a car speed of 350fpm. This is used on traction systems with a High Speed Counter.
- “Overspd” This is the delay before tripping an Overspeed Fault with systems using a High Speed Counter for overspeed detection.
- “Tach Loss” This is the delay before checking for a Tach signal after the car starts. It allows the car to accelerate on a normal run. The Tach signal must correspond to a speed above 50fpm, or the tach loss fault will be recorded.
- “ETSD Error” The allowable error before tripping an ETSD Fault. Refer to the ETSD Setup Instructions for full details on the operation of the ETSD System.
- “ETSD Delay” The delay before tripping the ETSD Fault. Refer to the ETSD Setup Instructions for full details on the operation of the ETSD System.
- “1FR Hold” The time that the 1FR output is held on after the car drops the full speed output. This may be required to allow the car to pass the leveling switches of the previous floor when coming in to the terminal landings.

Traction Settings

- “LongFlr” (Long Floor) This is a Bit Mask for the floors that should be treated as a Long Floor. The car will do a full speed run when running up from, or down to this floor. The value is a 16bit binary number with each bit corresponding to a floor. This setting is only used on systems where the car has a separate One Floor Run Speed.
- “Relevel” The time delay before allowing a relevel. This delay prevents unnecessary releveling due to rope stretch.
- “#DriveRst” The number of Drive Resets allowed, if used. This feature is only used if the PLC performs the Drive Reset function. It allows the Drive to be reset a certain number of times before shutting down completely.
- “P Delay” The time delay before dropping the P output after the car stops
- “PX Delay” The time delay before dropping the PX output after the car stops
- “Run Delay” The time after the car stops before allowing the system to complete the run cycle. This setting should not normally be adjusted.

Other Timer Settings

- “PI Delay” The Position Indicators are shut off after the car has been idle for this time. This feature can be disabled by the appropriate Adjustable Bit Feature.
- “Ind+Fire” The time delay before dropping Independent Service when Fire Service has been initiated. The applicable Fire Codes may require specific settings for this timer.
- “Nuisance” The number of stops that can be made without the ICU/Electric Eye being broken before all car calls are cancelled. It prevents the car stopping for car calls entered with no passengers going to those calls.
- “OVis Max” The maximum time the pump can run continuously on Oil Viscosity before turning off. This prevents the pump from being overheated.
- “OVis Off” The time the pump must remain off before it is allowed to restart when the Oil Viscosity feature is on. This allows the pump motor to cool down. The car can run to calls before this time has expired.

Screen 32 – General Settings.

```
=General=====24  
Register#      R  1  
Reg Value      2  
(See Schematic)
```

- “Register#” The Register Number that is being monitored, and that can be changed on this screen.
- “Reg Value” The current value of the Register being monitored.

Refer to the schematic for a list of the registers that can be set for each job.

WARNING: Be very careful when changing registers using this screen, as any register can be accessed and changed. This could cause erratic or dangerous operation. Double check that you are changing the correct register, and that you know what the proper value should be for the desired change.

To change a register:

1. Determine the register number to be changed by checking the schematic.
2. Press F4/Enter. The DataPanel will go into the edit mode, and the cursor will flash under one of the editable values (usually the lowest value on the screen).
3. Use F2/Down and F3/Up to move the cursor to the top value, “Register #”, that is to be changed, then press F4/Enter.
4. Use F2/Decrease and F3/Increase to change the value to the desired value. The longer the key is held down, the faster the value will change.
5. Press F4/Enter to accept the change or F1/Escape to reject the change.
6. Press F2/Down to select the current value if you want to change it.
7. Press F4/Enter to change the current value.
8. Use F2/Decrease and F3/Increase to change the value to the desired value. The longer the key is held down, the faster the value will change.
9. Press F4/Enter to accept the change or F1/Escape to reject the change.
10. Press F4/Enter to return to the run mode, or go to step 3 to change another value.

MANUAL REVISIONS

Version 2.4

3/24/04 Added screen 32 description.

Version 2.3

6/4/03 Added additional Other Timer Descriptions.

5/14/03 Added table to translate Fault Codes from Decimal to Hexadecimal.

Version 2.2

Updated 4/4/03, minor wording changes.

Updated 6/14/02, for Job number 12512.

Added shutdown fault descriptions for Hydraulic systems.

Version 2.1

Updated 6/12/02, for Job number 12413.

Changed order of the screens.

Changed call register screens to allow 16 landings for car and hall calls.

Changed adjustments screens for revised standard grouping.

Version 1

Original 10/12/01, for Job number 12013.

Filename: datapanel_v23.doc

Revision Date: 3/29/04

DATAPANEL QUICK START INSTRUCTIONS

To move through the screens

- Press F2 or F3 to scroll through the screens.
- Press F5 to jump to screen 1 – Main Menu screen
- Press F6 to jump to screen 2 – the first Status screen
- Press F7 to jump to screen 8 – the Fault Log screen
- Press F8 to jump to screen 21 – the first Adjustment screen

Note: F5-F8 are used to enter calls when viewing screens 9 through 20.

To change a register value or setting

- Navigate to the desired screen. Screens 21-32 have the adjustable values. Press F8 from any screen (except screens 9 to 20), to jump to screen 21.
- Press F4/Enter. The DataPanel will go into the edit mode, and the cursor will flash under one of the editable values (usually the lowest value on the screen).
- Use F2/Down and F3/Up to move the cursor to the value that is to be changed, then press F4/Enter.
- Use F2/Decrease and F3/Increase to change the value to the desired value.
- The longer the key is held down, the faster the value will change.
- Press F4/Enter to accept the change or F1/Escape to reject the change.
- Press F2 or F3 to select another value to change, or press F4/Enter to return to the Run Mode.

To view the car status

- Navigate to screen 2. Pressing F6 will normally jump to that screen (except from screens 9 to 20).
- Press F2 to view the additional status screens

To register a car or hall call

- Navigate to screen 9-20 depending on which call you want to register (9-12=Car Calls; 13-16=Up Hall Calls; 17-20=Down Hall Calls). (From most screens, press F7 then F2).
- Press F5-F8 to register the desired call. The screen will show which call will be entered when F5-F8 is pressed.
- The registered calls are shown on Line 4 of the screen.