



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 (if used)                                     |
| 17-20    | Register Down Hall Calls (if used)                                   |
| 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 IDSSSHUTDN
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.
- “**ID**S” 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

Sample Screen for Traction systems showing all normal faults

```
NO SHUTDOWN 4
RunBrkLevRopeDZF
DvOffDvOnFRedFEP
HSCETSDFSC DrCk
```

Sample Screen for Hydraulic systems showing all normal faults

```
NO SHUTDOWN 4
Run LevSw DZF
OilVisc RedF FSC
RevPh EP DrCheck
```

The actual messages and their location may vary depending on the features of the control system. Any custom messages for a particular installation will be described in the appendix. 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. A list of specific faults for each job is listed in

the appendix of the manual for that job. 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” or “BRAKE” (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.
- “DrCk” or “DrCheck” (Used with Door Contact Monitoring) 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.
- “DvOff” (Used with Drives that provide an ON Input) This is visible if the Drive Ready signal is off, indicating the drive is not ready to run. Check the drive.
- “DvOnF” (Used with Drives that provide an ON Input) 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.
- “DZF” (if used) This is visible if the Door Zone Fault Timer indicates the Door Zone Input has stuck on.
- “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) 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.
- “FSC” (if used) This is visible if the Fast Speed Counter has tripped. This will occur if the car attempts to leave a floor 20 times, but relevels back to the floor each time. This usually occurs if the FS relay contacts in series with the Leveling Common are not cutting out leveling as the car tries to leave the floor. The counter is reset if the car runs to another floor.
- “HSC” (Used with High Speed Counter) 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” or “LevSw” This is visible if the Up and Down Leveling Switches are on at the same time.
- “OilVisc” (if used, Hydraulic systems only) This is visible if the system is on Oil Viscosity. The car will run to the bottom landing, and energize the pump motor with the doors closed, to warm up the oil.
- “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.
- “RedF” (if used) This is visible if a Redundancy Fault occurs. This is tripped by comparing the monitoring inputs with the operation of the car, as required by the appropriate codes. Relays and circuits in the safety string are monitored. Check the Fault Log to determine which type of fault occurred, whether it was a fault involving a running circuit, or a non-running circuit.
- “RevPh” (if used, Hydraulic systems only) This is visible if the Reverse Phase is tripped.
- “Rope” (Used with Rope Brake) This is visible if the Rope Brake has tripped. This will occur if the car moves out of the Door Zone with the doors open; or if the Brake Micro Switch fails to operate after the car stops; or if the car speed increases when the car should be stopped.
- “Run” (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” (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     |
| FIRE1NORMAL | FIRE2 |
| 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 DATAPANEL Instructions

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**

Screens 13 to 20 are not normally provided. Check the list of actual screens at the back of this manual for the screens provided on each specific installation.

|                 |      |
|-----------------|------|
| 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 any special 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.

The samples shown in this section are typical screens. The actual screens for each job may 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.

### Screen 21 – Door Time Settings

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

- “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.

### Screen 22 – Job Settings 1.

|               |   |
|---------------|---|
| =JOB 1=====22 |   |
| Main Fire Ldg | 1 |
| Alt. Fire Ldg | 2 |
| Home Landing  | 1 |

- “Main Fire Ldg” The Fire Service Main Landing.
- “Alt. Fire Ldg” The Fire Service Alternate Landing
- “Home Landing” 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 Dulpex or Simplex systems.

- “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.

### Screen 23 – Job Settings 2.

|               |      |
|---------------|------|
| =JOB 1=====23 |      |
| Adj Feat.     | 1    |
| Adj Feat2     | 2    |
| Run Timer     | 25.0 |

- “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.
- “Run Timer” If the car runs for this time without passing a floor it will shut down. On Hydraulics, this applies to the up direction only.

### Screen 24 – General Settings.

|                 |     |
|-----------------|-----|
| =General=====24 |     |
| Register#       | R 1 |
| Reg Value       | 2   |
| (See Sheet FA)  |     |

- “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 sheet FA in the schematic for a list of the registers that can be set for each job.

To change a register:

1. Determine the register number to be changed by checking sheet FA.
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. You can only change Registers R51-R99.
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. You can monitor the values of Registers R1-R99, but you can only change Registers R51-R99.
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 3.1

11/25/03 Minor changes to Screen 4 Fault Description wording.

### Version 3.0

11/3/03 Revised Adjustment Screens and added General Register Setting Screen.

### 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.

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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.

## Datapanel Instructions Appendix for #

This appendix shows the actual screens for the job, with a description of each adjustable function and the PLC Register number. See also sheet FA in the schematic.

### MAIN MENU SCREEN

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

### DIAGNOSTIC SCREENS

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

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

4H NO SHUTDOWN 4  
Run LevSw DZF  
OilVisc RedF FSC  
RevPh EP DrCheck

4T NO SHUTDOWN 4  
RunBrkLevRopeDZF  
DvOffDvOnFRedFEP  
HSCETSDFSC DrCk

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

6 FIRE STATUS 6  
FIRE1NORMALFIRE2  
SMOKE ALT HOLD  
MRSMK SHUNT RETN

### COMMUNICATION STATUS

7 COMM STATUS 7  
  
LAST ERROR ???

### FAULT LOG SCREEN

8 =FAULT LOG 01 8  
FAULT CODE 02  
TIME 003 (004)  
0000 0000 000 00

### CAR CALL ENTRY SCREENS

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

Screen 10 = Car Calls Ldgs 5-8

Screen 11 = Car Calls Ldgs 9-12

Screen 12 = Car Calls Ldgs 13-16

### ADJUSTMENT SCREENS

21 =DOOR TIMES 1=21  
Hall Calls0000.0  
Car Calls 0000.0  
Shortened 0000.0

Hall Calls – Door Time when stopping  
for a Hall Call, R65

Car Calls – Door Time when stopping  
for a Car Call only, R66

Shortened – Door Time after pressing  
the Door Close Button, or after a  
reopen from the Safety Edge or Infra  
Red Curtain, R67

22 =JOB 1=====22  
Main Fire Ldg 00  
Alt. Fire Ldg 00  
Home Landing 00

Main Fire Ldg – Fire Service Main  
Ldg, R77

Alt Fire Ldg – Fire Service Alternate  
Ldg, R78

Home Landing – Homing or Parking  
Ldg, R85

23 =JOB 2=====23  
Adj Feat. 000000  
Adj Feat2 000000  
Run Timer00000.0

Adj Feat – Adjustable Features, R71

Adj Feat2 – Adjustable Features, R72

Run Timer – car can run for this time  
without passing a floor then shutdown  
is initiated, R68

24 =General=====24  
Register # R00  
Reg Value 000000

Register # – The Register currently  
being viewed

Reg Value – The current value of the  
Register currently being viewed.

# VC USE ONLY - 1????

|                  |       |                         |
|------------------|-------|-------------------------|
| F5=MAIN MENU     | 1     |                         |
| F6=CAR STATUS    |       |                         |
| F7=FAULT LOG     |       |                         |
| F8=ADJUSTMENTS   |       |                         |
| NotAUTO PI=      | 1 2   | 525 R390                |
| FIRE2 INS SafOPN |       | 515.516.513.528         |
| DrOPEN IDSSHUTDN |       | 538.514.547             |
| DrCLOSED DZ UPDN |       | 539.530.526.527         |
| NotAUTO PI=      | 1 3   | 525 R390                |
| INS FIRE2 SafOPN |       | 513.515.516.528         |
| IDS TEST ULFDLDZ |       | 514.523.534.531.535.530 |
| UPDN FSSS Out-DZ |       | 526.527.533.532.522     |
| NO SHUTDOWN      | 4     | 547 (hydro)             |
| Run LevSw DZF    |       | 546.554.557             |
| OilVisc RedF FSC |       | 550.555.558             |
| RevPh EP DrCheck |       | 551.553.545             |
| NO SHUTDOWN      | 4     | 547 (traction)          |
| RunBrkLevRopeDZF |       | 546.548.554.556.557     |
| DvOffDvOnFRedFEP |       | 550.552.555.553         |
| HSCETSDFSC DrCk  |       | 549.551.558.545         |
| DOORS OPEN       | 5     | 538                     |
| OPENING ICU-TMR  |       | 536.544                 |
| CLOSING DO-FAIL  |       | 537.541                 |
| CLOSEDNUDDC-FAIL |       | 539.543.542             |
| FIRE STATUS      | 6     |                         |
| FIRE1NORMALFIRE2 |       | 529.515.516             |
| SMOKE ALT HOLD   |       | 519.520.517             |
| MRSMK SHUNT RETN |       | 521.524.518             |
| COMM STATUS      | 7     |                         |
| LAST ERROR       | ???   | CommErr                 |
| =FAULT LOG       | 01 8  | 391                     |
| FAULT CODE       | 02    | 393                     |
| TIME 003         | (004) | 392.400                 |
| 0000 0000 000 00 |       | 512-502.394             |
| CAR CALLS        | 9     | #10=5-8                 |
| F5=1 F7=3        |       | #11=9-12                |
| F6=2 F8=4        |       | #12=13-16               |
| 1234567890123456 |       | 561-576                 |

|                |         |      |
|----------------|---------|------|
| =DOOR TIMES 1= | 21      |      |
| Hall Calls     | 0000.0  | R65  |
| Car Calls      | 0000.0  | R66  |
| Shortened      | 0000.0  | R67  |
| =JOB 1=====    | 22      |      |
| Main Fire Ldg  | 00      | R77  |
| Alt. Fire Ldg  | 00      | R78  |
| Home Landing   | 00      | R85  |
| =JOB 2=====    | 23      |      |
| Adj Feat.      | 000000  | R71  |
| Adj Feat2      | 000000  | R72  |
| Run Timer      | 00000.0 | R68  |
| =General=====  | 24      |      |
| Register #     | R00     | R381 |
| Reg Value      | 000000  | R383 |

Program taken from STD03

# DATAPANEL ADDRESS ASSIGNMENTS

Analog

| Tag       | Input | Output | Dec | Scale | Ext   | Upr | Lwr    | Int | Upr | Lwr | Description   |
|-----------|-------|--------|-----|-------|-------|-----|--------|-----|-----|-----|---------------|
| R65       | R65   | R65    | 1   | Yes   | 32767 | 0   | 3276.7 | 0   |     |     | R-TS-H        |
| R66       | R66   | R66    | 1   | Yes   | 32767 | 0   | 3276.7 | 0   |     |     | R-TS-C        |
| R67       | R67   | R67    | 1   | Yes   | 32767 | 0   | 3276.7 | 0   |     |     | R-TS-S        |
| R68       | R68   | R68    | 1   | Yes   | 32767 | 0   | 3276.7 | 0   |     |     | R-SHTDN       |
| R71       | R71   | R71    | 0   | No    | 0     | 0   | 0      | 0   |     |     | R-FEAT        |
| R72       | R72   | R72    | 0   | No    | 0     | 0   | 0      | 0   |     |     | R-FEAT2       |
| R77       | R77   | R77    | 0   | Yes   | 16    | 1   | 16     | 1   |     |     | R-EFSM        |
| R78       | R78   | R78    | 0   | Yes   | 16    | 1   | 16     | 1   |     |     | R-EFSA        |
| R85       | R85   | R85    | 0   | Yes   | 16    | 1   | 16     | 1   |     |     | R-HOME2       |
| R381      | R381  | R381   | 0   | Yes   | 100   | 1   | 100    | 1   |     |     | DP-Ptr        |
| R383      | R383  | R383   | 0   | No    | 0     | 0   | 0      | 0   |     |     | DP-Value      |
| R390      | R390  |        | 0   | No    | 0     | 0   | 0      | 0   |     |     | Car PI        |
| R391      | R391  | R391   | 0   | Yes   | 50    | 1   | 50     | 1   |     |     | Fault Pointer |
| R392      | R392  |        | 0   | No    | 0     | 0   | 0      | 0   |     |     | Fault Time    |
| R393      | R393  |        | 0   | No    | 0     | 0   | 0      | 0   |     |     | Fault Code    |
| R394      | R394  |        | 0   | No    | 0     | 0   | 0      | 0   |     |     | Fault Idg     |
| R400      | R400  | R400   | 0   | Yes   | 240   | 0   | 240    | 0   |     |     | Current Time  |
| COMMS_ERR | R0499 |        | 0   | No    | 0     | 0   | 0      | 0   |     |     | Comm Error    |

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Program taken from STD03

\Digital

| Tag            | Input | Output | Description          |
|----------------|-------|--------|----------------------|
| M497 to M512   |       |        | Fault Log Status     |
| M513           | M513  |        | xINS                 |
| M514           | M514  |        | IDS                  |
| M515           | M515  |        | EH                   |
| M516           | M516  |        | EC                   |
| M517           | M517  |        | ECCncl               |
| M518           | M518  |        | ECRtrn               |
| M519           | M519  |        | HSN                  |
| M520           | M520  |        | xMSNP                |
| M521           | M521  |        | SMK                  |
| M522           | M522  |        | Out of DoorZone      |
| M523           | M523  |        | I-TEST               |
| M524           | M524  |        | SHUNT                |
| M525           | M525  |        | xNONINT              |
| M526           | M526  |        | O-UP                 |
| M527           | M527  |        | O-DOWN               |
| M528           | M528  |        | xi-DRCNT             |
| M529           | M529  |        | EFSP                 |
| M530           | M530  |        | I-DZ                 |
| M531           | M531  |        | T-FDL                |
| M532           | M532  |        | SS=FSLATCH+xFS       |
| M533           | M533  |        | FS                   |
| M534           | M534  |        | UL                   |
| M535           | M535  |        | DL                   |
| M536           | M536  |        | O-DROP               |
| M537           | M537  |        | O-DRCL               |
| M538           | M538  |        | xi-DOL               |
| M539           | M539  |        | xi-DCL               |
| M540           | M540  |        | I-DOL+I-DCL=NOT USED |
| M541           | M541  |        | DOFAIL               |
| M542           | M542  |        | DCFAIL               |
| M543           | M543  |        | NUDBUZ               |
| M544           | M544  |        | T-EE                 |
| M545           | M545  |        | T-DOLF               |
| M546           | M546  |        | T-SHTDN              |
| M547           | M547  |        | SHUTDN               |
|                |       |        | <u>TRACTION</u>      |
| M548           | M548  |        | T-BRAKE              |
| M549           | M549  |        | T-HSCF               |
| M550           | M550  |        | xT-DRVON             |
| M551           | M551  |        | ETSD Flt             |
| M552           | M552  |        | DRVONF               |
| M553           | M553  |        | EMPWR                |
| M554           | M554  |        | UL+DL                |
| M555           | M555  |        | TRedF                |
| M556           | M556  |        | Rope                 |
| M557           | M557  |        | TDZF                 |
| M558           | M558  |        | CFSFit               |
| M561           | M561  | M561   | 1C Car Call          |
| repeat through |       |        |                      |
| M576           | M576  | M576   | 16C                  |