



FM40432

# ***International Lift Equipment Ltd.***

## **INTERFLITE QUICK GUIDE**

### THE BUTTONS

**MODE** The mode button is used in conjunction with the test button to log a service visit, with CPT to enable all landing calls, with CPB to enable all car calls. It has no function on its own.

**EXIT** The exit button is used to go to the end of the event history on the LCD from here the event history can be stepped through from the last event to the most recent.

**NEXT** The next button is used to step through the event history moving from the older events to the newer events, the events and a description can be found on pages 18-26 of the manual.

**ENGINEER** The engineer button is used to log an engineer present event and enter the engineer present mode which enables the diagnostic levels as described on page 16 of the manual.

**TEST** The test button works when in the engineer present mode to enter the diagnostic level by pressing it the same number of times as the diagnostic level required. If the test button is held down it will inhibit the levelling and slowing proximities forcing a slow down from the limit switches.

**CPT** The CPT button enters a top floor call.

**CPB** The CPB button enters a bottom floor call.

### THE DIL SWITCHES

**LIFT\_2** This is switched on to identify B lift in a duplex or triplex system.

**LIFT\_3** This is switched on to identify C lift in a triplex system.

**HOM\_EN** This is switched on to enable homing, this has to be on when there are two or more lifts.

**REL\_EN** This is switched on to enable re-levelling only for hydraulic systems.

**P\_OPEN** This is switched on to park the doors open when on normal.

**SPI** This is switched on to disable the doors when on prepare to test (PRPTT) as described below.

**DWELL\_1** This is switched on to add 1 second to the door dwell times if DWELL\_2 is also on 3 seconds is added to the dwell times.

**DWELL\_2** This is switched on to add 2 seconds to the dwell times.

**HOME+1** This is switched on to added one floor to the programmed homing floor.

**DJT\_1** This is switched on to change the standard 20 second journey time to 30 seconds if DJT\_2 is also on the time is increased to 60 seconds.

**DJT\_2** This is switched on to increase the journey time to 45 seconds.

**DSP\_EN** This is switched on enabling dispatch failure, failure of dispatcher enables bus stop system.

**ANU\_EN** This is switched on to enable the anti nuisance feature.

**PRPTT** This is switched on to enter the prepare to test mode this disables the landing calls and drops all car calls when the next journey is finished.

### THE LED'S

CS=Communications successful, LIS=Lift in service when lit (when flashing a demand request will occur every 2 minutes), HA=Homing available, TCN=This car next, HOM=Homing timer, Loop=Program running, PSU=Power supply and watchdog healthy, CF=Communications failure.

### THE FUSES

F1=CPU 5v, F2=I/O 5v, F3=General 24v, F4=+24v, F5=PIF, F6=CAF, F7=LAF, F8=LPS.

### THE INPUTS AND OUTPUTS

The terminals on the left hand side of the I/O board are inputs that are switched to OVR. The top 24 terminals down the right hand side are call acceptances and also switched to OVR. The bottom 16 terminals on the right hand side are 24VDC outputs. The 9 way terminal on the bottom is for the pilot relays that operate the control circuitry. The 3 way terminal is for the locks and safety circuit there are two red LED's above the terminal to show if the supplies are healthy or not. There are LED's showing the status of all the I/O that need to be lined up to the input or output terminal by counting.