Installation Manual

Arian Lift Control Panels for ALIS product

- **Geared, Gearless(MR and MRL)**
- **With UPS rescue and no emergency rescue**
- **CARCODEC board**
- **GSM system**
- **ALIS main board parameters**
- **Drawings**

Arian Lift Control Panels for ALIS product

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Arian Lift Control Panels for ALIS product

Introduction:

Dear colleague, Hello

This attachment is compiled for installing Arian Lift Control Panels. Please carefully read the contents of this manual and maps, and try to apply the above items in order to have a good installation quality.

It is emphasized to follow the safety measures listed in the manual to prevent financial risk and mortal danger.

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Guidelines for using emergency panel of Arian Asansor control Panels:

Gearbox Control Panels:

- To start Electrical Emergency operation, set the “Electrical Emergency" button to state "1". Then to move the cabin in the desired direction simultaneously press the "RUN" button and one of the "down" or "up" buttons.
- To stop the cabin; the cabin will stop immediately if you release the "RUN" button, or simultaneously release both "RUN" and direction buttons. This may result in severe shock at the instant of stopping.
- To stop the cabin; the cabin will slowly stop if you first release the direction button "up" or "down".
- All safety circuit passive micro- switches are bridged during the electrical emergency operation.
- After that an electrical emergency operation has finished, to return the elevator to its normal operation, set the "Electrical Emergency" button to state "0".

Gearless Control Panels:

In normal mode, all three two-state buttons, i.e. "Electrical Emergency", "Governor Test" and "Manual Emergency” must be set to state "0". Avoid pressing push buttons unnecessarily.

1- Manual Rescue (Manual Emergency Operation): To perform manual emergency operation (opening the brake and moving the motor in power-off state), first make sure that the elevator is not moving. Then set the “Manual Emergency button to state "1". By simultaneously pressing the "SB1" and "SB2" buttons, the motor brakes will be opened and the cabin will start moving, given the weight differences of the cabin and counterweight. This will continue until it reaches the nearest floor level (in the direction of movement), and the system will be deactivated by the floor level magnet. When the cabin reaches the floor, set the “Manual Emergency button to state "0".

1-1 To observe the triple requirements for Manual Emergency operation, please observe the following:

1-2 Alis main board in the manual emergency mode displays the speed and direction of the cabin and also the floor level signal on the LCD screen home page, this data is in the third line of

1-3 LCD as follows:

Sp:0.00m/s Dir:x Lvl:x

Lvl: Indicates the floor level signal, the digit “0” shows the cabin is between the floors, and the digit “1” is the cabin's arrival to the floor.

Dir: Indicates the direction of the movement displayed with ↓ or ↑ arrows.

Sp: Shows the cabin speed in meters per second.

Excessive speed: in Manual Emergency operation, if for any reason, the speed of the elevator exceeds the permissible limit in the Alis main board, the main board closes the motor brake and prevents the elevator from moving.

Floor level: In Manual Emergency Mode, Alis automatically closes the motor brake and prevents the elevator from moving after the cabin reaches to floor level.

2- Electrical Emergency operation: set the “Electrical Emergency" button to state "1". Then to move the cabin in the desired direction simultaneously press the "move" button and one of the "down" or "Up" buttons.

2-1 To stop the cabin; the cabin stops immediately if you release the "RUN" button, or simultaneously release both "RUN" and direction buttons. This may result in severe shock at the instant of stopping.

2-2 To stop the cabin; the cabin will slowly stop if you first release the direction button "up" or "down".

2-4 All safety circuit passive micro- switches are bridged during the electrical emergency operation.

2-4 After that an electrical emergency operation has finished, to return the elevator to its normal operation, set the "electrical emergency" button to state "0".

3- Governor Test: For testing and inspection of the electric Governor, a switch that has a key is embedded in the revision box for the " Governor Test". Keep the key in a safe place.

3-1 To trigger the governor, move the cabin and then set the "Governor test" selector button to state "1". The Governor will be involved and activates the parachute.

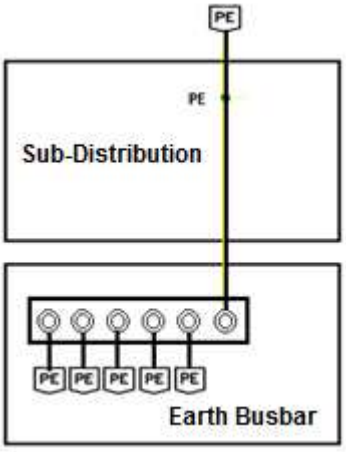
3-2 To release the involved Governor, set the selector key "Governor test" to "2". This will apply to the required voltage to release the Governor.

The Governor actuator bobbin should be wired between TRGo, TRGc terminals.
Release bobbin should be installed between RELo and RELc terminals.

Earthing

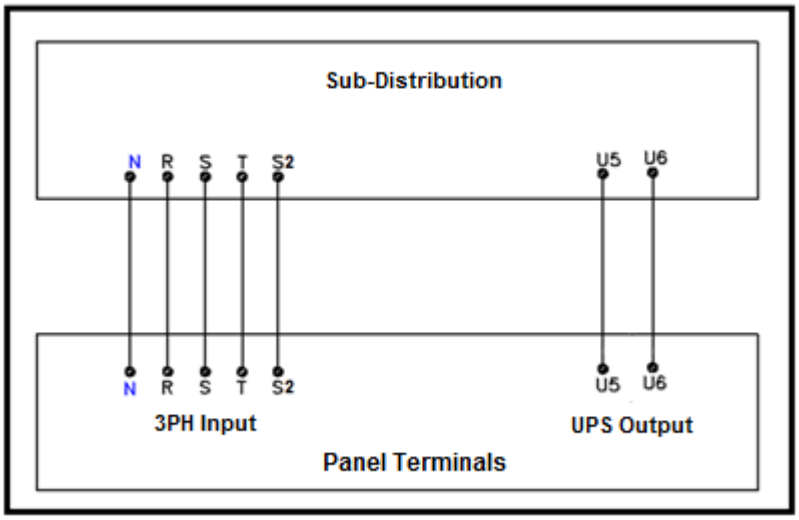
In order to prevent any risk of electric shock, ensure safety and minimize any disturbances of the system, the earthling and fittings should be wired correctly per section, in accordance with the instructions.

- The earthing system is fully wired inside the Arian control panels and only needs to be connected to the building earthing network.
- The rest of the equipment earthing should be done in accordance with the instruction of each section.
- The earthing wiring should be as short as possible.
- Do not use wire to connect the metal shield to the earth, instead of using the Ω connector. Always connect the motor wires shield to the earth from both sides.
- If shielded cables are used to transmit data, shields should be earthed on one side. Otherwise, it is better to use non-shielded cables because shields can move higher levels of distortion.



Three-phase box connections:

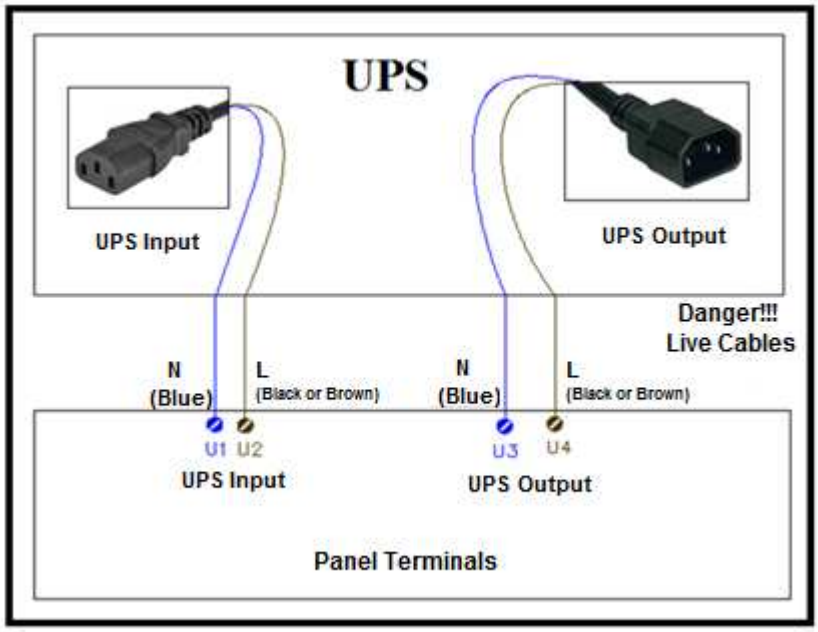
- The control panel three-phase box is currently required for all elevators that have motor room, and there should be an independent box for each elevator. This box consists of three main phases of the control panel, permanent phase, lighting and protection on their path.
- This box should have the ability to disconnect or connect both three-phase and one-phase (supply of rescue) input power.
- It should be noted that, in accordance with the new standard changes, the three-phase control panel input power disconnection should not activate rescue operations; this has been taken into account in the three-phase boxes produced by the company.



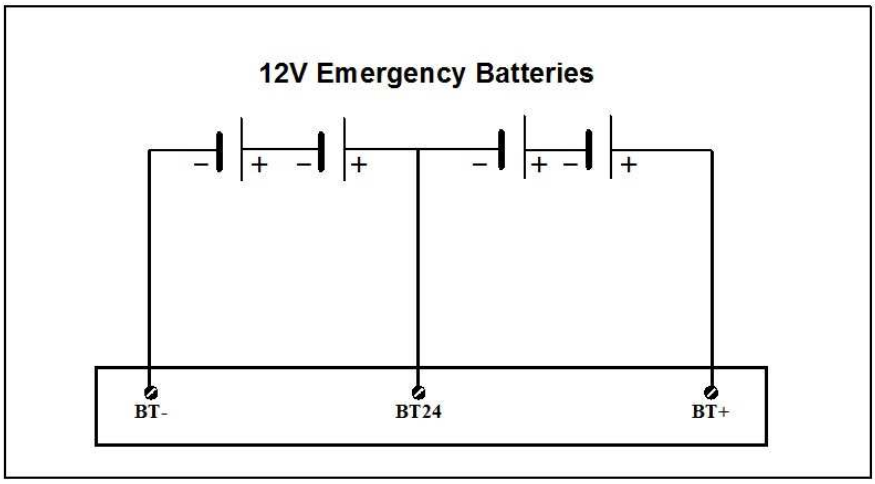
Battery or UPS connections:

If your panel uses the UPS system, do the wirings as the following:

Note that the output phase of the UPS always has electricity (even when the UPS is not connected to the control panel).



If the control panel is equipped with an emergency rescue system that uses battery, connect the batteries to the control panel as shown below:



Motor power connections:

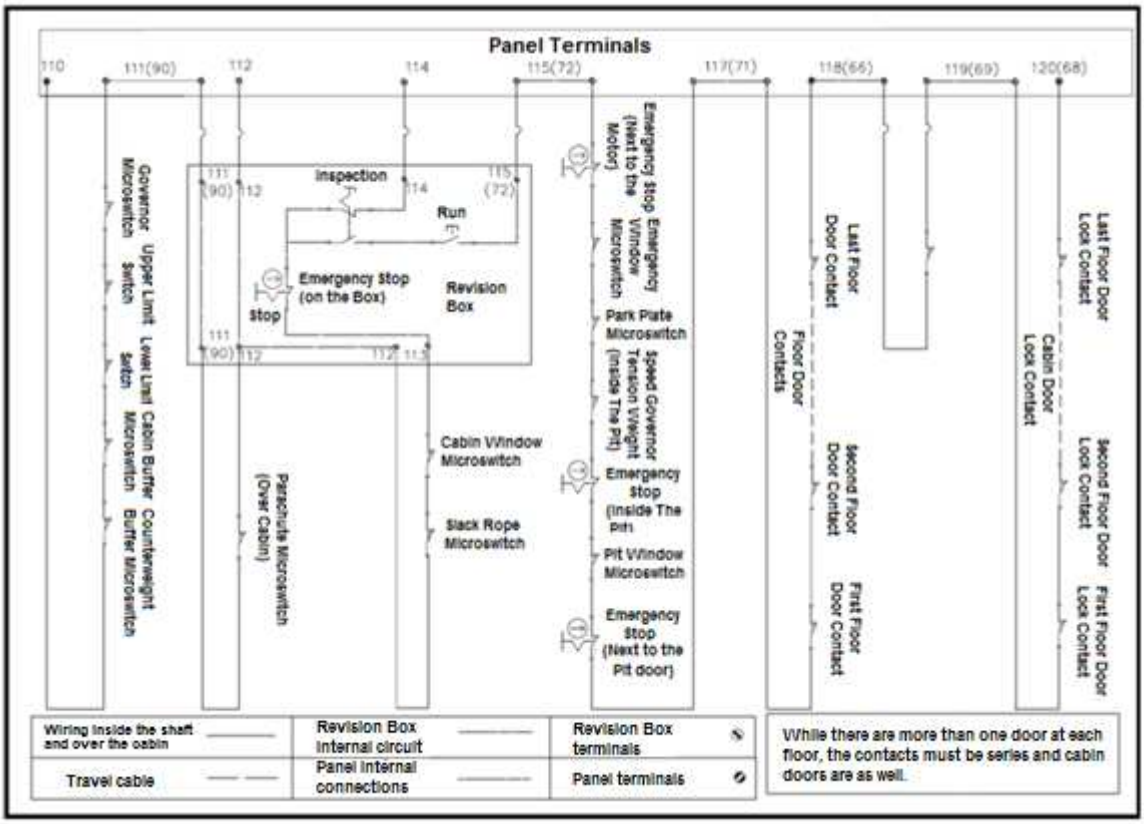
- Select the shortest path for the motor power cable.
- Use a shielded cable for the motor power cable. If the shielded cable is not available, you can pass the motor cable from the metallic surface extension and earth the metallic surface extension hinges on both sides with a Ω connector.

Note: If the BM3 and BM4 terminals are not available, both motor brake coils should be connected to each other.

Safety circuits:

Safety circuits in the company's produced control panels should be wired and mounted in accordance with the following map:

For panels with an electric emergency system:



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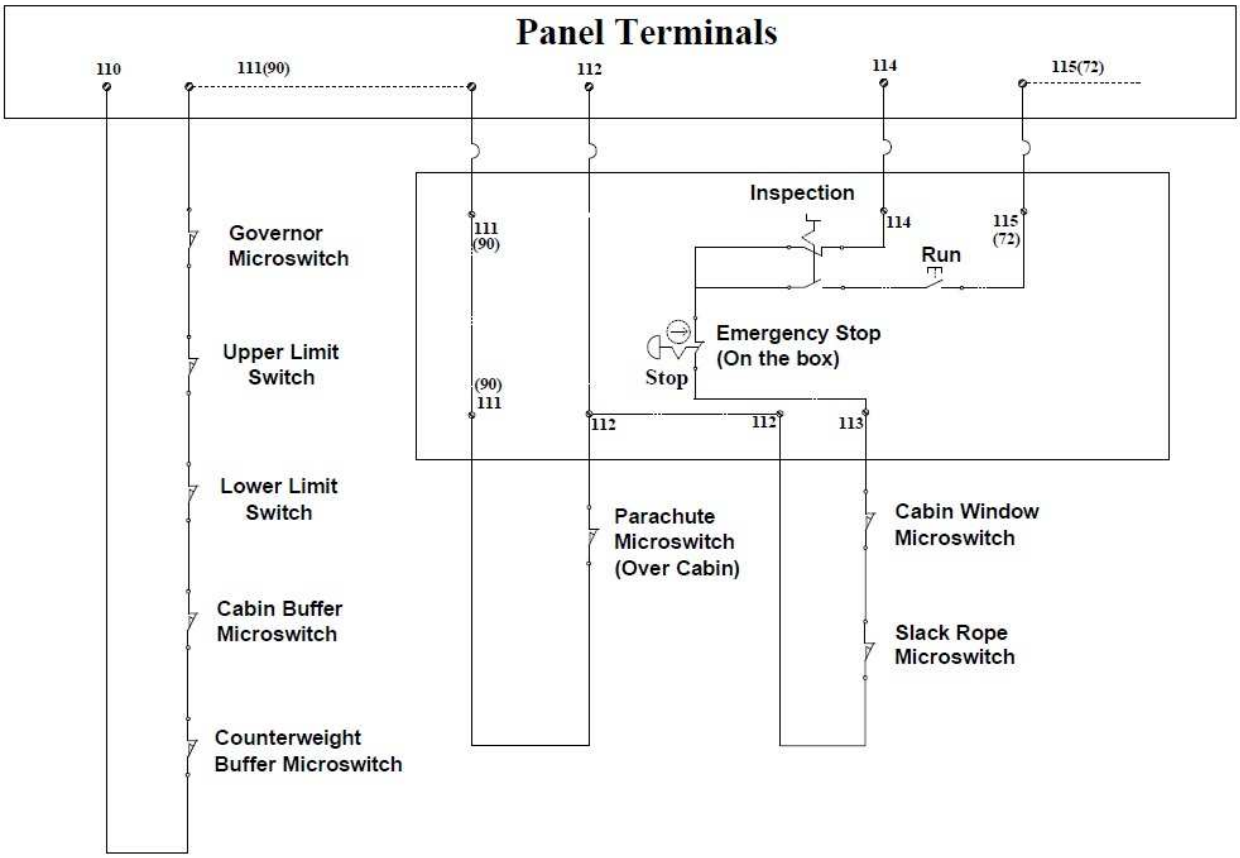
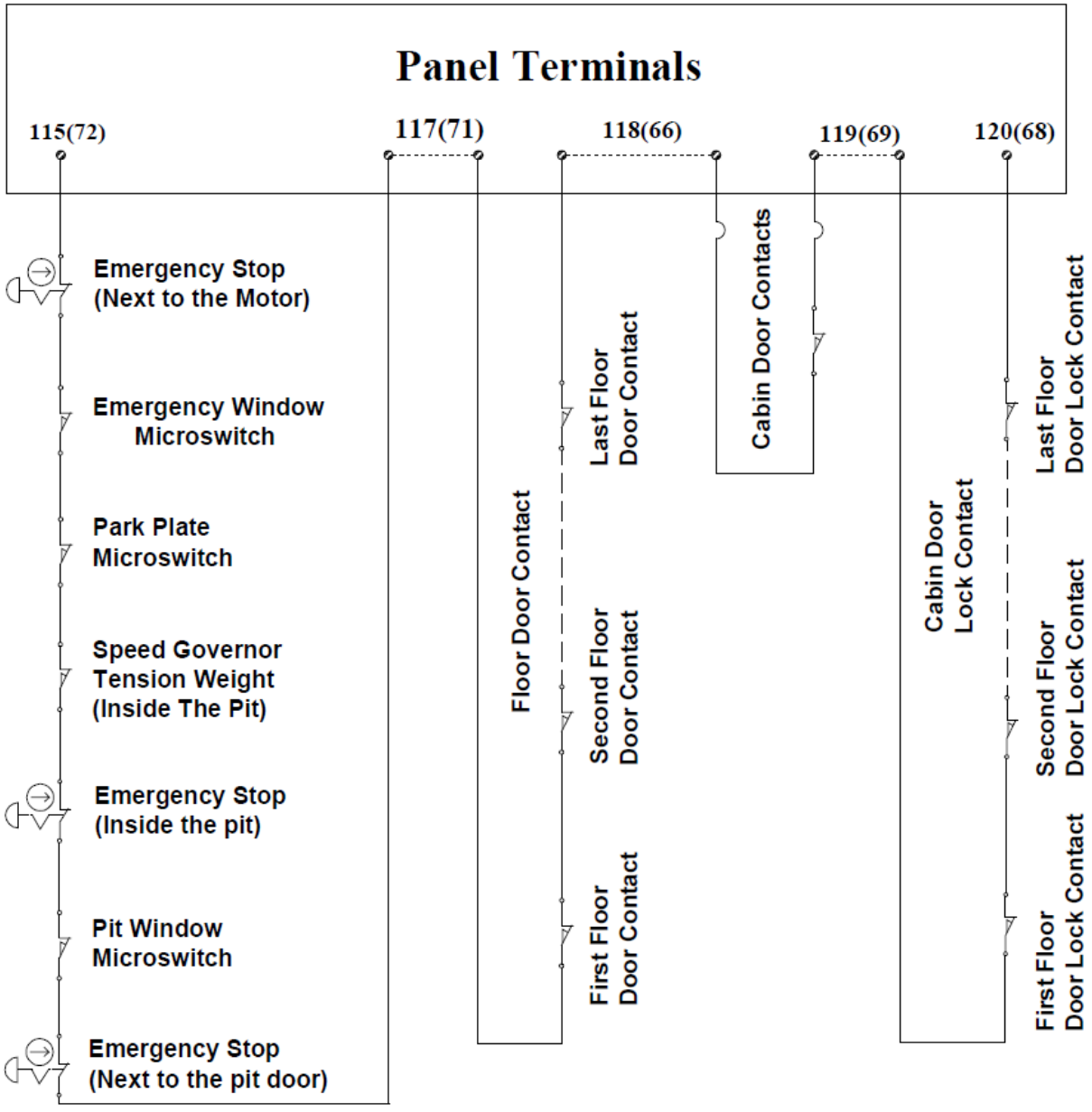
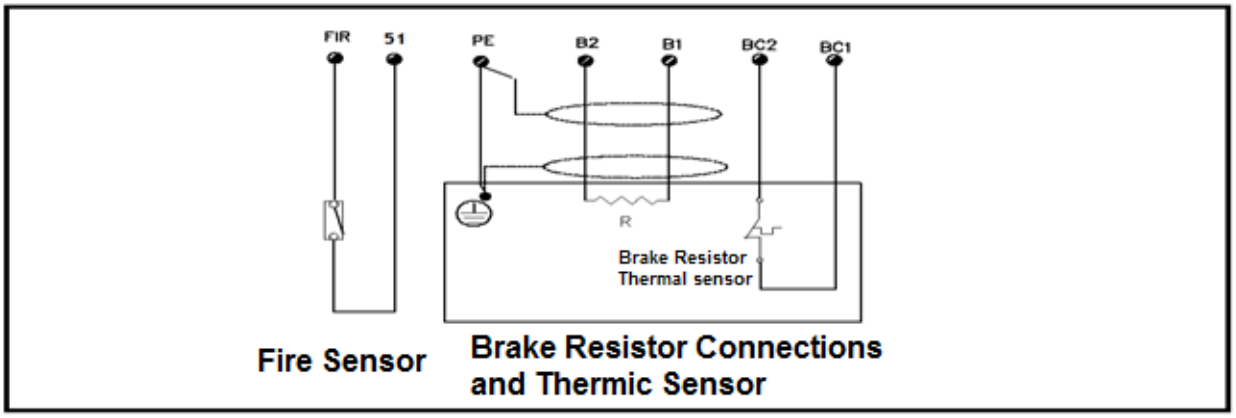



Panel Terminals
115(72)
117(71)
118(66)
119(69)
120(68)
Emergency Stop
(Next to the Motor)
Emergency Window
Microswitch
Park Plate
Microswitch
Speed Governor
Tension Weight
(Inside The Pit)
Emergency Stop
(Inside the pit)
Pit Window
Microswitch
Emergency Stop
(Next to the pit door)
Floor Door Contact
Last Floor
Door Contact
Second Floor
Door Contact
First Floor
Door Contact
Cabin Door Contacts
Cabin Door
Lock Contact
Last Floor
Door Lock Contact
Second Floor
Door Lock Contact
First Floor
Door Lock Contact

Brake resistor connections:

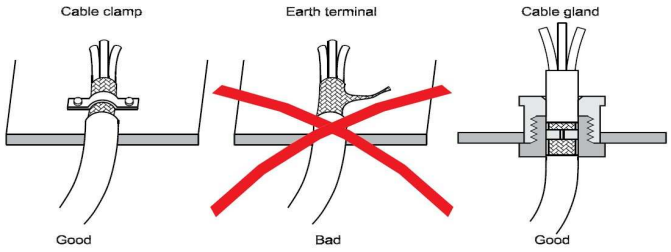
- Install the brake resistor outside of the control panel, horizontally. So that the heat transfer takes place well and the brake resistor become cool.
- Connect the brake resistor with the shielded cable in the shortest path to the control panel. If the shielded cable is not available, use the metallic surface extension.
- Connect the shield or the metallic surface extension to the earth on the control panel side in the proper way and at the brake resistor side connect it to the brake resistor box.
- When operating the drive, high voltages are transmitted to the brake resistor, so the connections must be insulated to prevent electrical shock.



The above figure shows how to connect the brake resistor and the fire sensor for the ziehl-abegg drives. In this figure, connect the brake resistor thermal sensor to the BC1, BC2 terminals. If the brake resistor is equipped with this sensor, the necessary settings in the drive are also required.

Encoder connections:

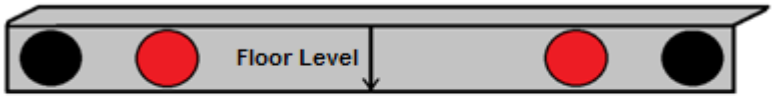
- Encoder cable must be shielded and should be as far away as possible from the motor power cable.
- Make sure that the shield of this cable is connected to earth only on the side of control panel. If this shield is also connected to the earth at the motor side and it is impossible to remove it, remove the shield earthing from the control panel side.



Magnetic Sensors Installation Guide:

In close-loop projects, Alis board does not need to deceleration sensor and its magnets (CF3) for decelerating operation, and this work is done by the main board and by counting the encoder pulses. Therefore, only the level sensor and its magnets (1CF) and the highest and lowest floor identifier switches (CA1, CN1) are required. For high speed lifts, due to the speed and the number of required speeds, in addition to the above, the force deceleration switches must also be installed. In the following, we will tell the instruction of installation of these switches.

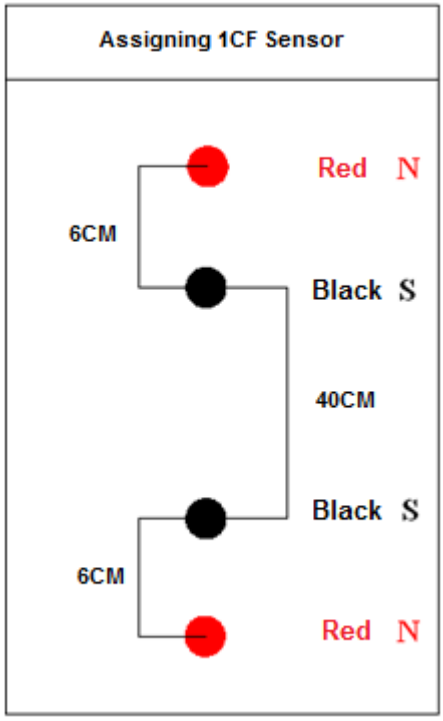
At Alis board delivery you will be provided with a standard stencil for accurate placement of magnets. Use the stencil to align the magnets. The use of stencil increases the precision of the level and simplifies the task.



Assigning Floor leveling magnet Stenciles

In the absence of a stencil, the magnet launches:

1- Install the level and deceleration sensors according to figure 1 on the cabin Yuk.
2- The sensor contact will open if it passes the magnetic pole N (red), and if it passes the magnetic pole S (black), its contact will be closed.
3- 4 magnets are considered for the 1 CF sensor (level sensor). There are two black magnets in the middle and two red magnets up and down. The minimum distance between the black and red magnets should be 6 cm.
4- First, set the level magnet. Place the magnet so that when the cabin is level, the voltage + 24V is on the 1CF terminal and the corresponding LED lights up.
5- The magnets arrangement is as follows:



Place the cabin on the floor level, the distance between the black magnets is 40cm. That is 20cm higher than the floors level and 20CM lower than the floors level.

Note: Make sure that the distance between the black magnet with its adjacent red on each floor is about 6 cm. Also, in the highest and downiest floors, the distance of 6 cm between the red and black magnets must be observed.

Note: Note that when the cabin is at the floor level, consider the level is exactly in front of the level sensor on the guide rail and place the black magnet 20 cm below that.

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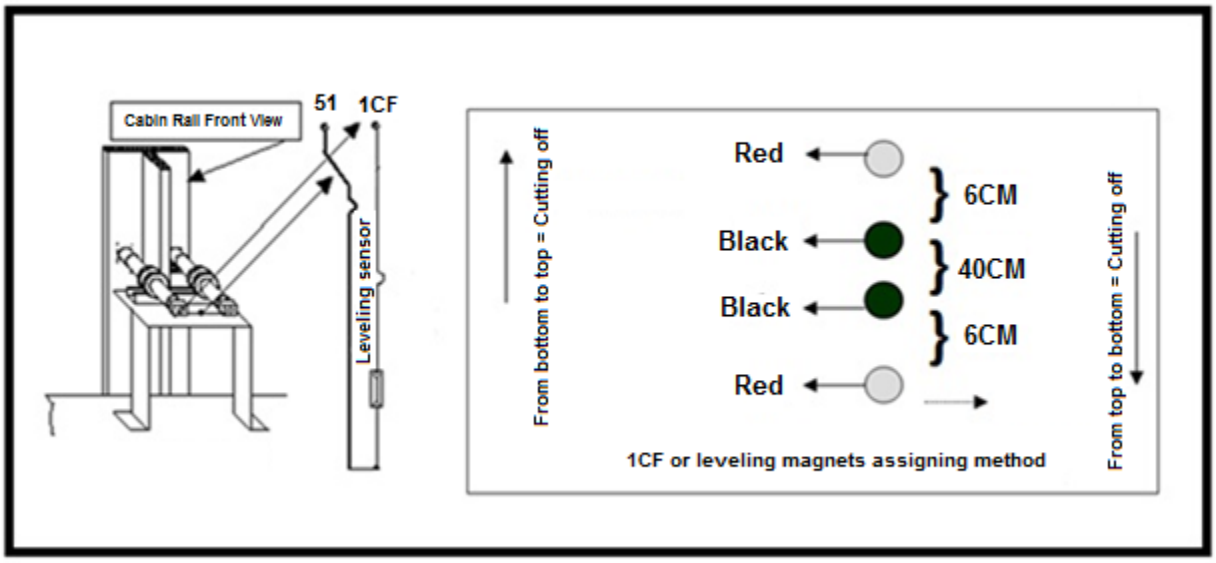
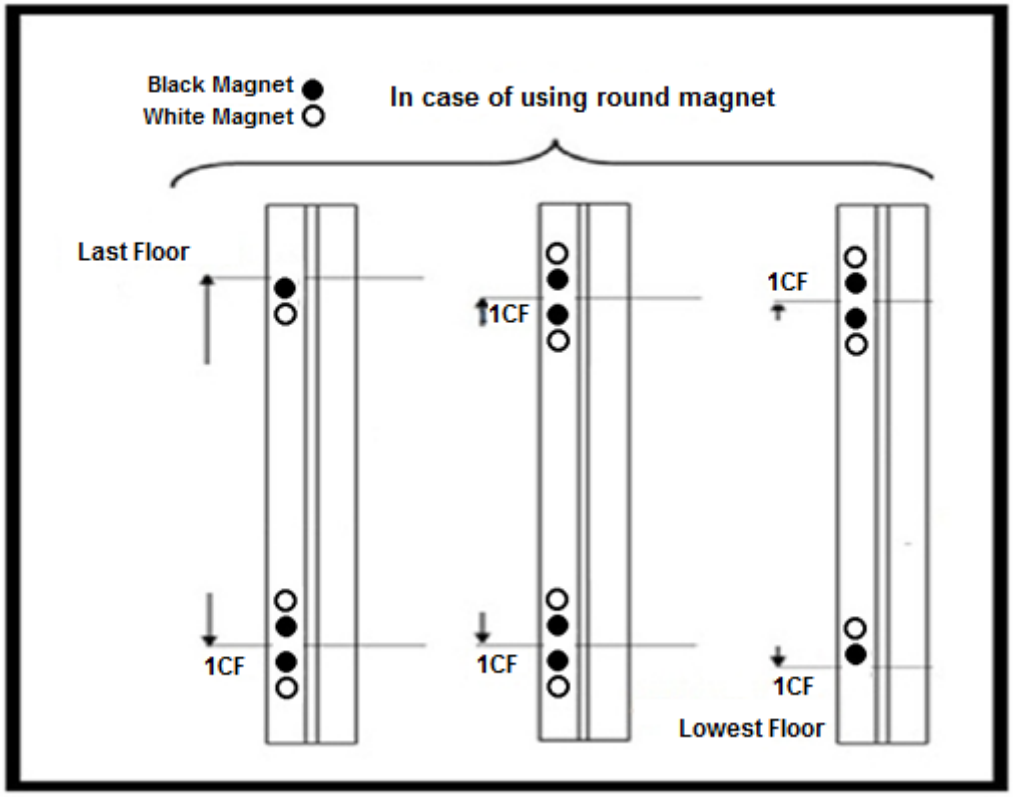


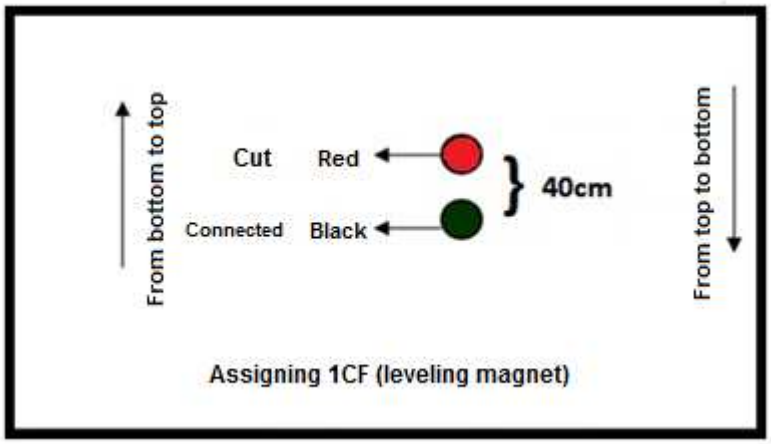


Commissioning by two magnets:

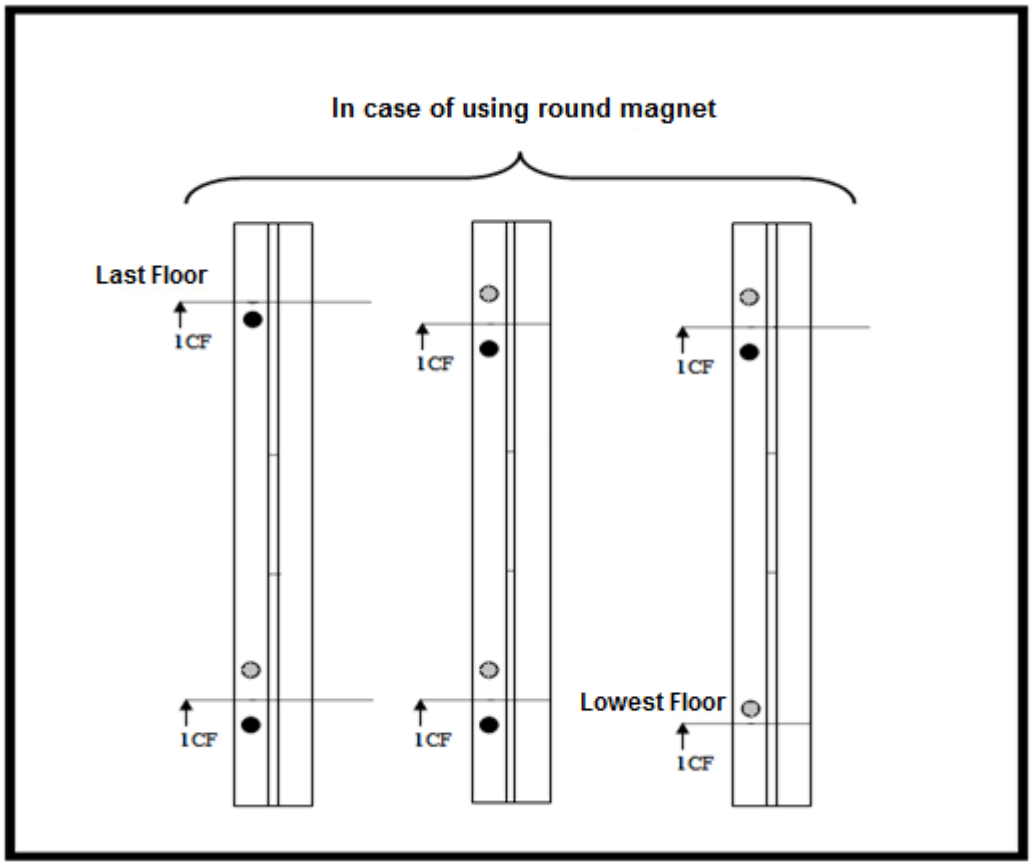
If the building has a diversity of heights of the floors, you should use two magnet sensors. These types of sensors use from two magnets on each floor (one N and one S). In this case, place a magnet 20 cm above the level and the other magnet 20 cm below the level.

In this case, the sensor in each direction after passing the first magnet changes its state and determines the level of the floor. Then, after it reaches to the next magnet again returns to the previous state.

6- If you use the two- magnet sensor, the arrangement of the magnets is as follows when the cabin is in the floor level:



Note: The magnet of the top floor must be black (disconnect) and the magnet of the bottom floor must be red (connect).


In case of using round magnet
Last Floor
1CF
1CF
1CF
1CF
1CF
Lowest Floor
1CF

Explanations on switches:

Concept of Speeds:

Alis board contains speed commands as follows:

V0: leveling speed. This speed is active during movement and until it reaches the floor level and is usually set to less than 0.1 m/s.

V1: Medium speed. This speed is usually used for short-range movements, such as one floor jump. Its value is usually about half the nominal speed of the elevator.

V2: Nominal Speed - Usually used as the nominal speed.

Note: If you need more than one Medium speed (for example, at 2.5m/s elevators), you should use V2 as Meduim2 speed. In this case, speed V3 is considered as the nominal speed, and V2 is set to about 70% of the nominal speed.

Deceleration Switches (CN1, CA1, CN2, CA2):

CN1: force deceleration switch for V1 at the highest floor, when the 24V signal of this switch is cut off, the V1 command is removed from the board and the elevator continues to move by V0.
CA1: force deceleration switch for V1 at the lowest floor, when the 24V signal of this switch is cut off, the V1 command is removed from the board and the elevator continues to move by V0.
CN2: force deceleration switch for V2 at the highest floor
CA2: force deceleration switch for V2 at the lowest floor
CN3: force deceleration switch for V3 at the highest floor
CA3: force deceleration switch for V3 at the lowest floor

Deceleration switch distances:

Speed 1 m/s:
The distance between the CA1 switch and the lowest floor level is 0.7 meters.
The distance between the CN1 switch and the highest floor level is 0.7 meters.
The distance between the CA2 switch and the lowest floor level is 1.6 meters.
The distance between the CN2 switch and the highest floor level is 1.6 meters.

Speed 1.6 m/s:

The distance between the CA1 switch and the lowest floor level is 1.6 meters.

The distance between the CN1 switch and the highest floor level is 1.6 meters.

The distance between the CA2 switch and the lowest floor level is 3 meters.

The distance between the CN2 switch and the highest floor level is 3 meters.

Speed 2 m/s:

The distance between the CA1 switch and the lowest floor level is 1.8 meters (speed V1 = 1.2 m/s).

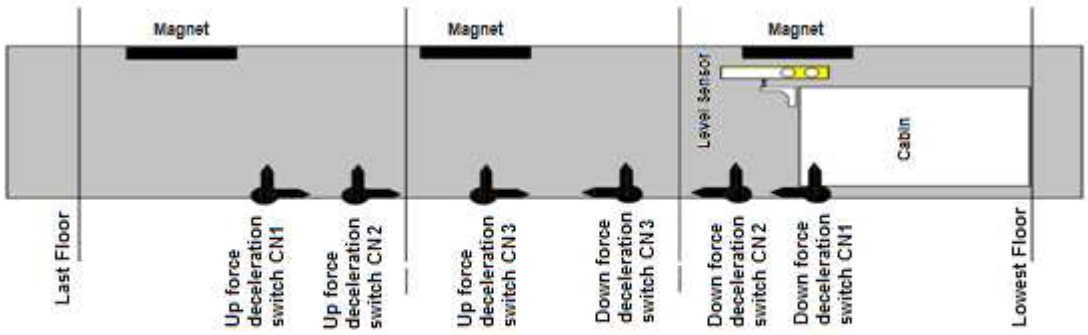
The distance between the CN1 switch and the highest floor level is 1.8 meters.

The distance between the CA2 switch and the lowest floor level is 4.1 meters (speed V2 = 2 m/s).

The distance between the CN2 switch and the highest floor level is 4.1 meters.

Important note: Make sure that the CA1 switch must be between the lowest floor level magnet and the level magnet of one floor above it, and the CN1 switch must also be between the highest floor level magnet and the level magnet of one floor below that.

Note: Make sure about the correct setting of the 1CF magnets and correct positioning of the deceleration switches before starting the Learn operation. So, if any of these settings is not correct, the customer must correct it before the Learn operation.



Assigning force speed deceleration switches and level magnets

Terminals to be bridged at startup:

Terminal	common terminal
CN1,CA1,CN2,CA2,CN3,CA3, CRV, PHC ,DO	51 (24VDC)
FTO	80 (0V)
120 , 119 , 111 , 117,118	110 (110VAC)

Correct travel cable wiring:

It is recommended to connect the travel wires to the terminals according to the numbers that has listed in the following tables to prevent noise and system interference. (Please try to follow 1 to 8 according to the table.)

Of course, according to the following tables, any electrical defect, such as short circuit and disconnection, can quickly be solved by finding the wires.

Note 1: SPARE wires (Reservations) on the travel cable should be connected to the Terminal 80 from the control panel side.

Note 2: the terminals U6, V6, and W6 are added in the case of a three- phase door.

Table of control panels with CARCODEC					
Terminal	Travel wire No.	Terminal	Travel wire No.	Terminal	Travel wire No.
U0	21	O	11	RS11	1
V0	22	C	12	RS12	2
L5	23	SPARE	13	1CF	3
L6	24	VLL	14	JU1	4
MP	25	111	15	JU2	5
FIR	26	112	16	CRV	6
UEL	27	114	17	51	7
LMP	28	115	18	SPARE	8
LOV	29	119	19	80	9
		118	20	CM	10

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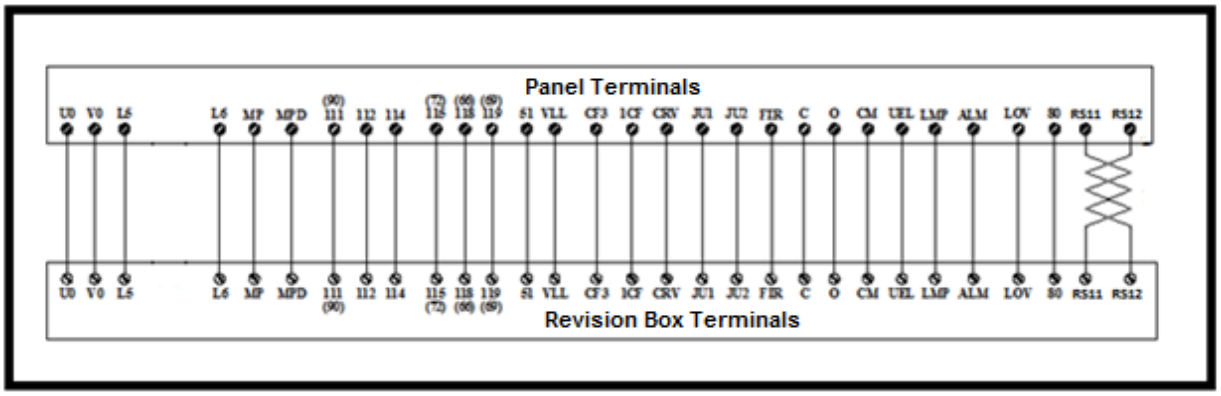


Table of control panels without CARCODEC			
Travel cable No. 2		Travel cable No. 1	
Terminal	Wire No. Travel	Terminal	Wire No. Travel
1CF	1	DC1	1
JU1	2	DC2	2
JU2	3	DC3	3
CRV	4	DC4	4
FUL	5	DC5	5
OVL	6	DC6	6
51	7	DC7	7
UEL	8	DC8	8
80	9	80	9
CM	10	LF1	10
O	11	LF2	11
C	12	A	12
LMP	13	B	13
111	14	C	14
115	15	D	15
119	16	E	16
118	17	F	17
U0	18	G	18

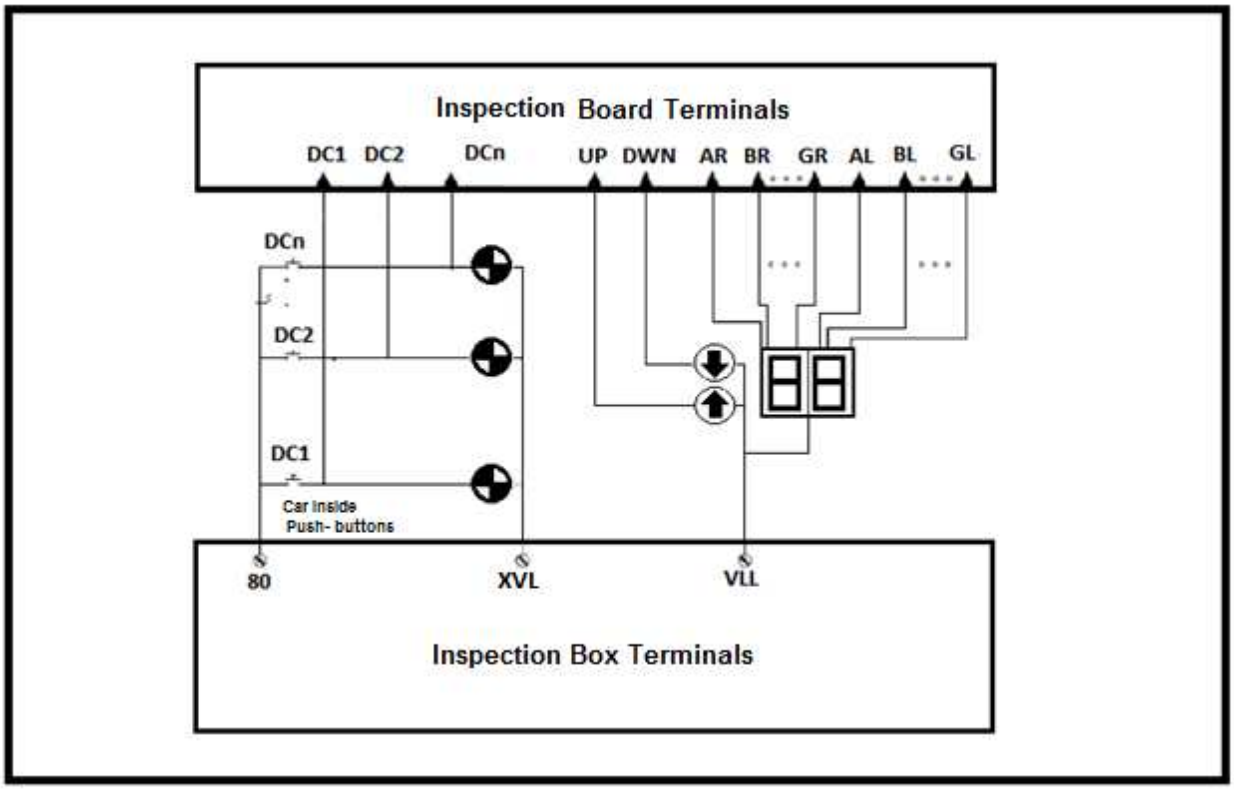
V0	19	-	19
L5	20	VLL	20
L6	21	5KT	21
MP	22	DO	22
		DC	23
		PHC	24

Inspection Box and CARCODEC Board

CARCODEC Board and Inspection Box have different inputs and outputs; these signals can be divided into three parts.

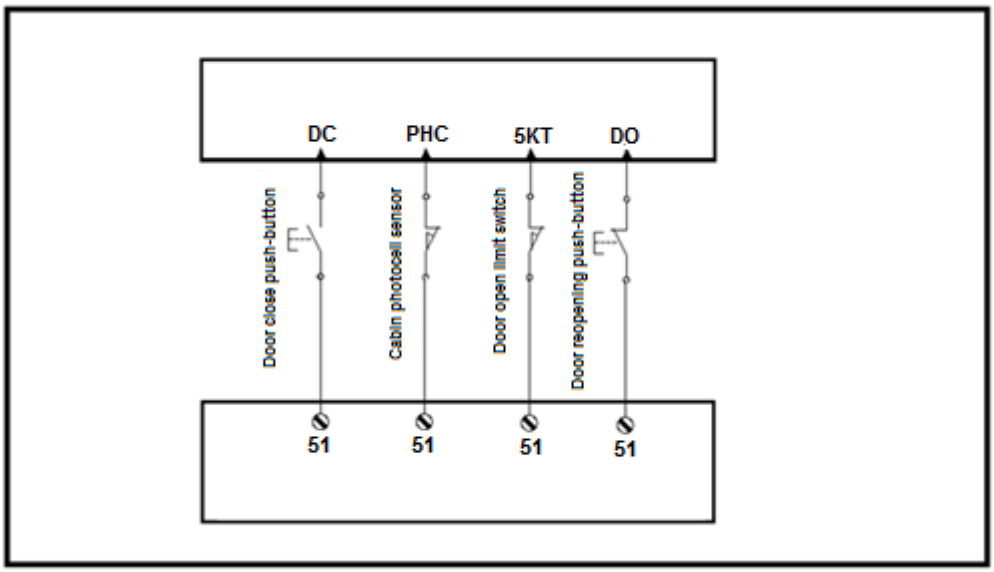
Numerator signals and car call buttons

These signals are wired and mounted as the following:



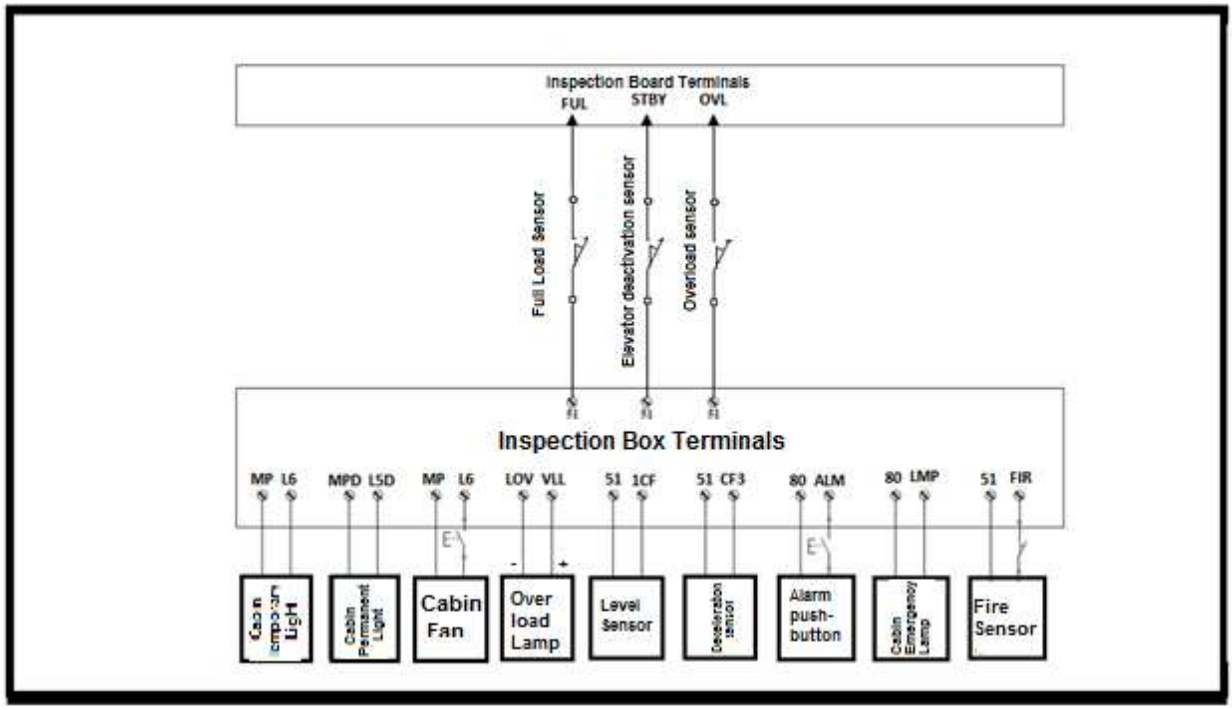
Door Control Terminals:

These terminals are a combination of power transmission and signal transmissions terminals. These connections should be carried out in strict accordance with the safety principles in accordance with the following map.



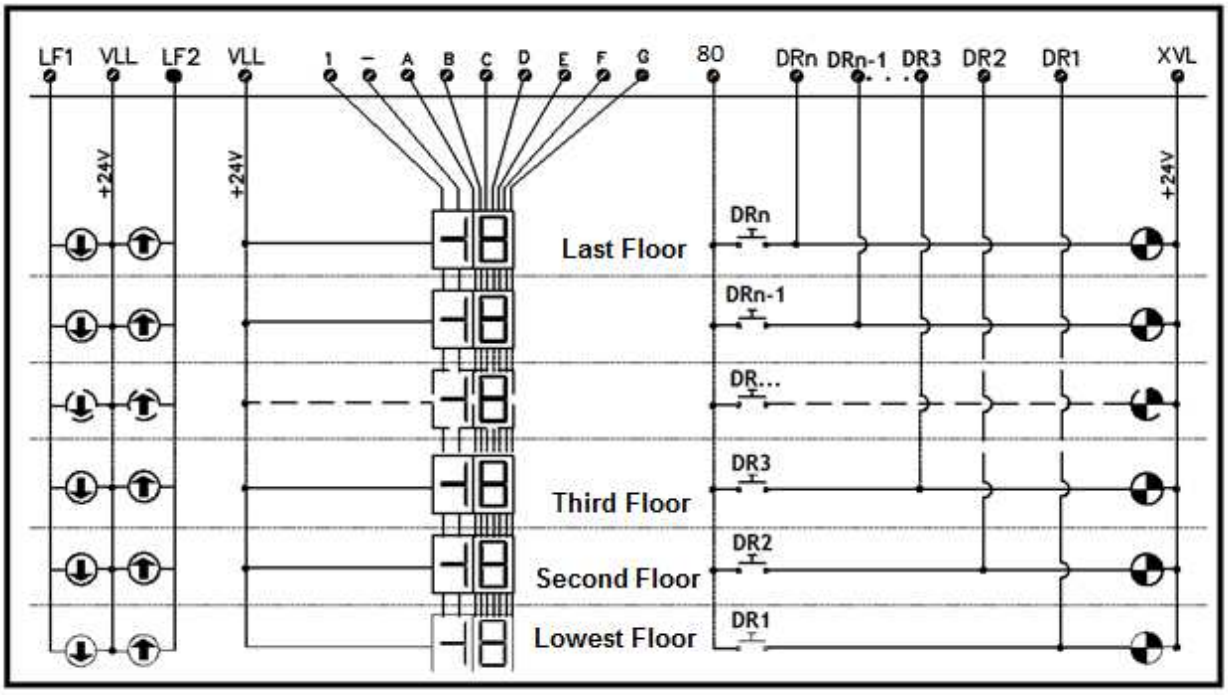
Control signals and indicators:

The other control and Power Supply signals described in the figure should be in accordance with the wiring and configuration map.



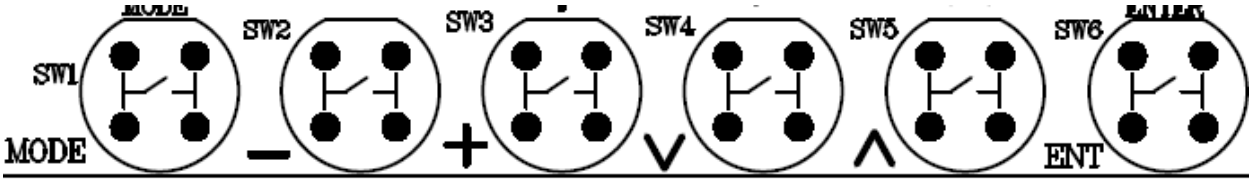
Hall call buttons and floor displays:

The wiring and configuration of the floor displays are as follows. It should be explained that the wiring is the same for a COLLECTIVE DOWN and SELECTIVE COLLECTIVE system. The figure below is COLLECTIVE DOWN wiring



Working with the program and setting the parameters:

Alis main board buttons are in the following format:



Simultaneously pressing the MODE and - (negative) buttons you can enter the menus and exit the menus by repeating it.

You can change the menus by pressing UP (▲) or DOWN (▼).

You can change the value of the parameters by positive (+) or negative (-) buttons.

You can enter the menu value by the ENT button.

you can exit after entering any menu or parameter or cancel the changed values before confirmation by the MODE button.

Hold down the positive and negative keys at the same time if you want to set one of the parameters to its default value.

After changing any parameter if you faced with the 'ChangePara Res Alis' message, it means that the value of this parameter has been changed and to apply it, Alis board needs to be RESET. In this case, the letter "R" will flash at the top right corner of the Alis LCD.

Note: There is no need to RESET every time you encounter this message, you can RESET the board once the settings are finished.

The RESET button is located on the CPU board.

The main pages on the LCD:

A. If the four-line LCD is used, the description of the pages is as follows:

Line 1: the current floor and the direction of movement and the first door state.

Line 2: displaying errors and warnings. Also, if the MODE button is held, the first and second sixteen floor car calls are displayed in succession.

Line 3: Position and speed of the cabin in the deceleration with encoder setup (If the cabin has two or three doors, with the Settings / Basic Settings / Select Spd Door RAM menu, you can check the status of the rest of doors).

Line 4 shows the time and date. In the deceleration with encoder setup, shows destination, speed and the time between the start of deceleration until to stop. Also some special messages are displayed on this line.

1- Line 1: Displays the existence status of IOE cards.
2- Lines 2, 3, and 4: The status of the inputs. If the arrow is up, it means that the input is activated.
3- First, Second, Third, and Fourth Lines: Displays the status of the inputs. If the arrow is up, it means that the input is activated.
4- Line 1 and 2: Show the status of elevators in the group.
5- The user does not need this line information.

Line 4: The status of the serial quality percentage of RS485 port communication in the Master Lift (zero address). The following shows the percentage of communication quality with the CHD that its number is indicated in the Test / Test Modules / CHD Number Test. To do this, you must set the Test / Test Modules / Test Disp. Seg.mode menu to CHD Test. In this case, NA will also flash if the CAN communication is correct with the considered CHD.

Lines 1 and 2: Shows the status of the CARCODEC inputs. If the arrow is up, it means that the input is activated.

Line 3: Shows to the percentage of serial communication quality with the CARCODEC board via RS485.

Line 1: Encoder pulse state.

Line 2: Shows the speed of the Encoder.

B. If the Double Line LCD is used, explanation of the pages as follows:

Line 1: the current floor and the direction of movement and the first door position.

Line 2: displaying errors and warnings. Also, if the MODE button is held, the first and second sixteen floor car calls are displayed.

Line 3: Position and speed of the cabin in the deceleration with encoder setup (If the cabin has two or three doors, with the Settings / Basic Settings / Select Spd Door RAM menu, you can check the status of the rest of doors).

Line 4 shows the time and date. In the deceleration with encoder setup shows destination, speed and time between the start of deceleration until to stop. Also some special messages are displayed on this line.

Line 1: Displays the existence status of IOE cards.

Line 2: The status of the inputs. If the arrow is up, it means that the input is activated.

Lines 1 and 2: The status of the inputs. If the arrow is up, it means that the input is activated.

Lines 1 and 2: The status of the inputs. If the arrow is up, it means that the input is activated.

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Lines 1 and 2: The status of the inputs. If the arrow is up, it means that the input is activated.

Line 1 and 2: Show the status of elevators in the group.

Line 1: The user does not need this line information.

Line 2: The status of the serial communication percentage of the RS485 port in the Master's elevator (zero address). The following shows the percentage of communication quality with the CHD that its number is indicated in the Test / Test Modules / CHD Number Test. To do this, you must set the Test / Test Modules / Test Disp. Seg.mode menu to CHD Test. In this case, NA will also flash if the CAN communication is correct with the considered CHD.

Line 1 and 2: The status of the CARCODEC inputs. If the arrow is up, it means that the input is activated.

Line 1: Shows the percentage of serial communication quality with the CARCODEC board via RS485.

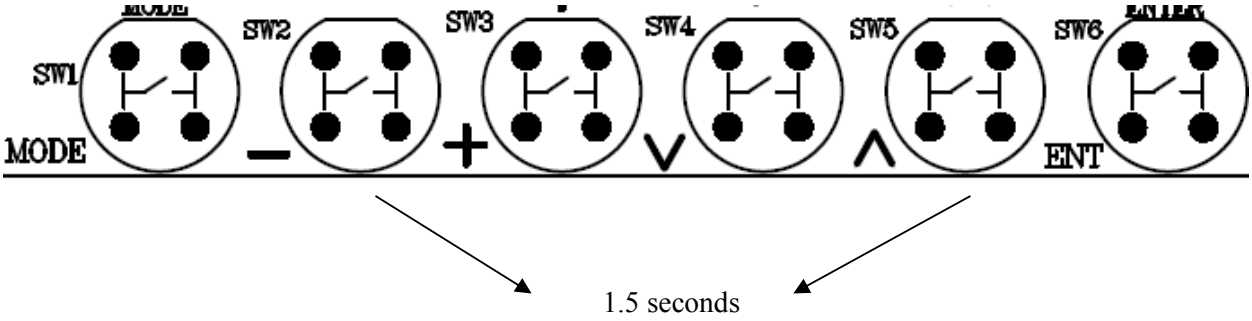
Line 1: Encoder pulse state.

Line 2: Shows the speed of the Encoder.

How to simulate Car Call

1- Car call simulation can be implemented via two methods:

a) The easiest way is to keep the “UP” and “Minus” buttons for 1.5 seconds.



b) The second method is to use the following address:

Settings → Call Operation → Simulate Car Call

ALIS Board Settings:

1- Set Settings → Basic Settings → Number of Stops.
2- Set Settings → Basic Settings → Service Type.
3- If the Service Type is Down Collective, the Cabin Call are defined by default based on the number of successive floors. But if it is Collective Selective, in the Input / Output Settings → Alis Call Definition menu, it is defined according to the number of floors out of 101 down arrow buttons for floors and after the buttons are completed, the up arrow buttons are defined, as well. For example, if the number of floors is four, the definitions are as follows:

101 = 02 Dn Door1 , 102 = 03 Dn Door1 , 103 = 04 Dn Door1 ,
104 = 01 Up Door1 , 105 = 02 Up Door1 , 105 = 06 Up Door1

Note: if the application version is for ALIS 07 or higher and for Ecalis 03 or higher, the floors buttons and numerators begin 1 instead of 0.

Note: If the service type is Down Collective, set MainFl DownCollective to the same Basic Setting. This menu is usually set to the ground floor and it means that the floors under Main Floors are Up Collective; Main Floor is Full, and upper floors are Down Collective.

4- If the lift is less than or equal to 8 stops, as well as the lift is without the inspection revision box, for defining the cabin buttons, follow instruction below:

Input / Output setting → Cabin Call Definition.

for example:

Input / Output setting → Alis Call Definition → 301 Assignment = 01 Cabin Door1

To

Input / Output setting → Alis Call Definition → 308 Assignment = 08 Cabin Door1

1- Set the Select Encoder / CF3 menu (Select Tacho / Sensor for versions prior to 07 ALIS and 03 EcALIS).

Setting → Basic Setting → Select Encoder / CF3 = Encoder or CF3

2- set Engine Room Rev. menu to External or Internal mode. This is the menu for revision board type setting. The address of this menu is as follows:

Setting → Basic Setting → Engine Room Rev. Mode = External / Internal

3- if you want to use the revision board make sure to use the ENTER and UP buttons simultaneously for the direction above. You must also use the DOWN and + buttons at the same time for the down direction.

Set time and date in the Set Date and Time menu.

Setting → Basic Setting → Set Date And Time

If there is no CARCODEC board, select No for CARCODEC Exist. If the CARCODEC works with CAN, select Yes for CARCODEC With CAN.

Set the control group settings as follows: (Simplex lifts do not need these settings)

- Define the serial control group port according to the following address:
  Settings → Serial Setting → Group RS485 Port = RS2X

Note: There is no limitation for defining group port on other ports.

- Identify group lifts in the following address:
  Settings → Control Panel Setup. → Number of Lifts
- Identify the lifts in the following address:
  Settings → Control Panel Setup. → Group Number

In Simplex lifts this menu must be 0. But in the group lifts, each lift should be set from 0 to 7. In this case, the lift with number 0 is Master.

For all lifts, setting the Lowest Floor and Number of Stops are required, specify these menus.

Control panel error list:

The following is a list of errors that are displayed on LCD:

Title	Comment
CRC Error	EEPROM microcontroller has a problem. In these circumstances, you must either Load Default the board or Upgrade CRC of Menu. If the lift is set up and is working, call the after sales service unit.
Internal Error	An internal microcontroller-error occurred. Call the after sales service unit.
Main Error	All inputs are disconnected.
Menu Error	Setting the menus is wrong. For example, in button selection , the detection limit is set to 69
Error On 110	The safety circuit is disconnected at point 110
Error On 115/72	The safety circuit is disconnected at point 115 (72) in the absence of a revision board
Error On 117/71	The safety circuit is disconnected at point 117 (71) and the lift wants to move
Error On 118/66	During the lift, the safety circuit is disconnected at point 118 (66)
Error On 120/68	During the lift, the safety circuit is disconnected at point 120 (68)
External Fault	Input Flt is disconnected. You troubleshoot according to the drawings by checking different places
Contactor Error	The feedback control on the RLS input is incorrect
FTO Error	Motor thermal sensor activated
MRV CRV Error	Revision direction inputs have been activated from the panel and cabin
Safety Module Fault	This error is related to the ADO system. Check the Safety Module Fault input.
ADO Fault	The CFO input is disabled at floor level stop, Check the ADO system according to the drawing.
OSG Fault	This error is related to UCM. Check the circuits for it
Drive Connection Error	The serial connection with the drive has been disconnected.
Travel Error	In non-revision mode, travel time has increased from Max Travel Time
Both Corr. Switch Er	The highest and lowest floors identifiers are activated at the same time

Direction Fault	The direction of movement is opposite to the command given by the controller. Check CA1 and CN1 switches
Serial Cut	The control panel connection with CARCODEC board revision box is disconnected
Time Limitation CA1n	Time is longer in the case of switching CA1 (or CN1) and moving the lowest (highest) floor from moving time from the time set in the CA1 CN1 Protec menu.
Safety Bypass Fault	When the Open command is issued, the door has not been opened, which can be due to the bridged safety circuit.
NGV Hydraulic Fault	The error is related to NGV power units. Check run and ready signals.
No Encoder Signal	The encoder pulse is disconnected.
Pulse Direction Err.	Encoder pulse direction is wrong.
Number Of 1CF Wrong	After shaft learn, the number of stop with the number of levels varies
Leveling Time Error	Start up to stop time has exceeded the Leveling Time menu
Cabin Move Time Out Er	The lift move time outside the level exceeds the Non Level Tolerance (Level Tolerance) menu.
4BS Fault	The braking motor feedback is not connected or disconnected properly at stop or move.
Overload Error	Overload sensor activated.
Closing Timeout Er.	Despite the end of the Close command, the door is still not closed.
Opening Timeout Er.	Despite the end of the Open command, the door is still open.

If the letter "L" is blinking at the right first row of the LCD, it indicates that the error displayed is Latch. To get out of this state, set Error Process / Latch Parameters / Latched Error in No Error.

Title	Comment
K300 Warning	Lift is temporarily out of service.
Cabin Revision Mode	The lift is inspection mode at cabin.
Motor Room Rev. Mode	The lift is electrical emergency at motor room.
Calibration Move	The lift is at downward calibration move.
Unrequested 1CF War	١CF Sensor unwittingly changed the status. In this case, check the 1CF sensor and door circuits (if they also show errors)
Speed Switch Warning	Error in function of CA1, CA2, CA3, CN1, CN2, CN3 switches.
Fireman Mode	The fire man mode is active.
Fire Mode	The fire mode is active.
CARCODECType Warning	The wrong type of CARCODEC is selected
Learn :Lift Goes Up	The lift is in learning mode to upward direction.
Learn:Lift Goes Down	The lift is in learning mode to downward direction.
Learn Not Valid	The lift has not yet been at Learn mode.
In Car Leveling Mode	In Car Leveling mode is activated
Do / Kp Warning	DO button is activated.
Photocell Warning	Photocell sensor is active.
Full Load Is Active	Full Load sensor is active.
VIP Mode	VIP mode is active.
Park Warning	The lift is moving park
Lifter Mode	The lift is in the Lifter mode and will be reversed.
Safety Cut Warning	Safety circuit is disconnected.
Evac .Delay To Start	The lift is in an emergency rescue mode and in a delayed phase to begin rescue operations

	has been canceled due to an error in system operation
TurnOnDriveDel .Evac	The lift is in an emergency rescue mode and in the late stage to turn on the drive
.DriveReadyDel .Evac	The lift is in emergency rescue mode and in the delay phase to prepare the drive response The lift is in an emergency rescue mode and in a moving step to the floor swing The lift is in emergency rescue mode and in the late stage to turn off the drive The lift is in an emergency rescue mode and in the late stage to open the door The lift is in an emergency rescue mode and in the late stage to shut down emergency power The lift is in emergency rescue mode and the rescue operation is over and waiting for power to be connected The lift is in emergency rescue mode, but the rescue operation
Evac. Move To Level	The lift is in an emergency rescue mode and in a moving step to the floor level.
Evac.Del.ToTurnOffDr	The lift is in emergency rescue mode and in the late stage to turn off the drive
OpenDelayInLvl .Evac	The lift is in an emergency rescue mode and in the late stage to open the door
Evac.DelayToSafetyOf	The lift is in an emergency rescue mode and in the late stage to shut down emergency power
Idle Evacuation	The lift is in emergency rescue mode and the rescue operation is over and waiting for power to be connected
Is Canceled .Evac	The lift is in emergency rescue mode, but the rescue operation but the rescue operation has been canceled due to an error in system

	performance
Hold Warning Door	Door is at Hold mode.
Mode Standby	The lift is not working and the power supply is temporarily turned off.
Cf3 Wrong ins. Warn.	The CF3 magnets is set incorrect or the CF3 sensor itself is defective
Land.Cont.OffWarning	By activating the corresponding input or putting the DIP1 = OFF, the lift in the group control mode is out of group and is not in simplex button mode.
DoorIsBlockedWarning	By actuating the corresponding input or putting the DIP3 = ON door of the lift in a permanent closed mode.
Group Warning Out Of	In group control, the lift is out of the group
.Adr EEp Warn Detect	Microprocessor error memory part is faulty. In this case, the lift has no problem to service

Board installation main points	
• Panel installation place should not be exposed to direct sunlight. • According to EN81-1, the engine room temperature of the lift should be limited to a minimum of 5 and a maximum of 45 degrees centigrade. In order to guarantee the above mentioned conditions in trafficked circumstances, it is best to use a suitable coolant to ventilate the engine room in hot season. • The power supply to the engine room of the lift must be carried out by an appropriately fitted diameter cable. • unauthorized people should not have access to the panel. • The space in front of the panel should be suitable for standing and working on the board. • The panel should not be exposed to rain, humidity and sunlight. • The maximum engine room temperature should be 45 ° C with the minimum temperature of 5 ° C.	Engine room
• Connect the body of the motor with a wire corresponding to the diameter of the motor Power Supply lines to the board earthing and then connect the board earthing to that of the building. (If you do not have a standard well in the building, you should not use the building null as the earthing at all, but temporarily use a lift boat archer as an earthing connection.) • Never connect earthing in the ring. Also, avoid creating parallel paths to earth connecting. All earthing lines must be connected as a star at a point (the shield to the board as the center of the star), and the main line of the well must be connected to the same point. • When welding with an electric arc, check the connection between the transformer body clamp to the welded body is direct and is at the shortest path to the welding piece. Otherwise, earthing cables may be wound in a very high current, and if there are thin cables or in the absence of standard holes, serious damage to the board will occur. • To insulate the body of board, the engine body and cabin of the lift from electricity, as well as to reduce the noise in the system, make sure to use the correct earthing. • First, control the earthing wire and ensure that it is safe to attach it to the panel so that if the high voltage is connected to the body, the persons and the panel are protected from electrical shock. The minimum wire diameter should be 18mm.	Earth

• Before starting the installation, you must carefully read the map, technical annexes, panel manuscripts and other instructions, and consider the differences in the various models of the panel. • Always cut off the electricity during the electrical startup of the panel, and after assurance of the correct operation, plug in the power supply. • Secure the wires to the terminals. The weak connections cause sparking, burning the terminal, melting them, and eventually damaging and interrupting the circuit. (Use wire lug). • Note that the S2 terminal electricity is always on, even when the board power is disconnected. • To ensure that wires and electrical lines are wired, avoid using traditional methods such as spark testing, which will cause damage to the electrical and electronic parts of the panel and wiring, and instead use a multi meter, tester or test lamp. • To avoid fires and damage to electronic boards, avoid using fusing wires instead of glass fuses and replace only healthy fuses with a suitable ampere. • Avoid using the screwdriver or other tools inside the panel slabs other than the setting of potentiometers, as it may cause a spark and damage. • The safety circuit connections must be in accordance with the drawings. • Power parts of the panel are high voltage when connected to the power grid, so avoid touching them by bare hands. (These include Miniature Fuses, Connectors, Engine Terminals, Brakes, Door Magnet, L5, L6, S4, S7. The main board of Terminals 120 (68), 119 (69), 118 (66), 117 (71) and on the phase control, power supply and main board, terminals T, S, R, BRAC, URAC, UR +, UR-, BR +, BR-, L5, L6, F2, F1, AC 110, U1, U2, U3, U4, U5, U6, and VSC are high voltage) • Never use an electric bridge to remove defective parts of the safety circuit. • To avoid fires and damage to electronic boards, do not use defective glass fuses in any way by wiring, and replace only healthy fuses with a suitable ampere. • The responsibility for regulating and ensuring the correct operation of engine protection systems,	Security and safety

• such as phase control and the operation of the FTO sensor, is on the control panel installer.	
• In systems equipped with a speed control drive, for power cables leading to the engine and braking resistors shields, you should use a metal anchor and attach the metal hose body from both sides to the ground. Also, use a shield to connect the taco and connect one shield end to the earthing. • Connect the terminals of the input power lines, engine and brake resistor to the drive boards with care (make sure the connections are sufficiently strong and all wires are completely below the terminal, and check them during the inspection periods, because poor connections of these lines will cause serious damage to the speed control drive.	Drive boards

Control panel mounting on the wall and environmental conditions

There are four earrings mounted on the sides of the board. Open them and install them as shown below. The above figure top right corner shows the panel. Make other corners like this ready to be mounted on the wall. Then, corresponding to the place of the earrings, drill holes on the wall and fit the hinges, allowing the panel to be mounted on the wall. After placing the panel on the screws, tighten them so that the board can be placed firmly on the wall.
The panel should be installed at a suitable location at a distance of about 110 cm from the ground.
The panel should be located at the location where the operator has access to the panel and the engine at the same time with enough light.

Places to install the panel

The weather conditions affect the diameter of the wire. If the place of use is a special weather condition (excessive heat or .....), contact the company's technical department to select the appropriate wire diameter.

How to transfer and install wires or cables

- The wires or power cables must be passed through the steel hose and mounted on earthed on the panel side to prevent noise in the panel system.
- Wires and power cords must be given the shortest path. Avoid bending cables unnecessarily.
- Try to avoid power cables from the CF3, 1CF, and RS11, RS12 sensor wires.

*The engine flow and the wiring path from input to the engine room and other factors are effective.

Important: CARCODEC board connections should be installed before fully starting up.

Choosing the power wire and the conditions affecting it:

The main factor in choosing the diameter of the wire is the motor power. The following table shows the suggested diameter for different motor powers.

No.	Motor power (Kw)	Nominal speed (A)	Power wire diameter (mm)
1	5.5	11.5	4
2	6.5	13.5	4
3	7.5	15.5	4
4	11	23	4
5	15	30	6
6	18.5	36	10
7	22	43	16
8	30	57	25
9	37	72	25
10	45	85	25

CARCODEC S2-5 User Guide:

Introduction:

The CARCODEC board is a board that records the lift buttons and sends it to the control panel through the serial port (RS485 or CAN BUS). By using this board, the number of buttons can be enhanced up to 16, and by adding expansion board, you can increase the number of buttons by up to 48.

The CARCODEC other use:

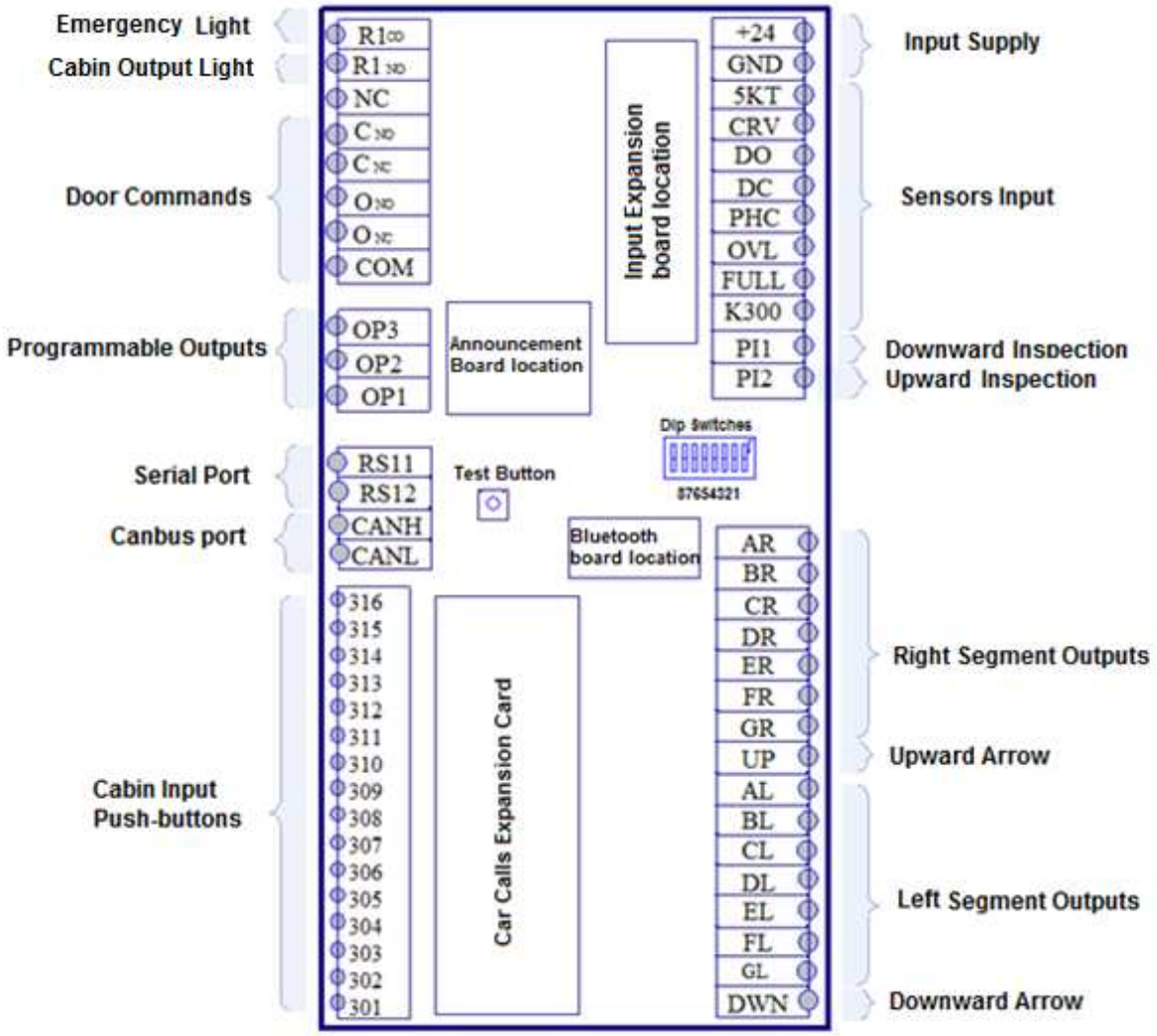
1- Receiving and displaying information about the numerator and the direction of lifting through the serial port (RS485 or CAN BUS).
2- Transmitting the status of sensors and buttons (STBY, FULL, OVL, PHC, DC, DO, CRV and (5KT) and direction of revision (JU1, JU2) via the serial port (RS485 or CAN BUS) to the control panel (meanwhile this board is able to add 8 other inputs using the expansion board.
3- Ability to play music via AVA card
4- Ability to adjust the panel from the inside of the cabin with a Bluetooth board and Android mobile phone
5- Supports all types of doors with 24-volt command.

Note: This board supports only one door directly (without external relay installation)

6- This board has OP1, OP2, OP3 outlets.

After getting acquainted with the CARCODEC board, we will now introduce the different sections of the CARCODEC board in the following order:

- Inputs
- Doors
- Outlets
- Mainstream communication ports
- Buttons
- Dip switches
- AVA card
- Button expansion board (IOC)
- Bluetooth board



CARCODEC board inputs:

- °KT Input (Cabin Opening Limit Contact): This input is connected to the 5KT Sensor Contact, which connects to the Terminal 51 of the Revision Box with a 5KT input and the other end of the contact.
- CRV Input (Revision): If you use the eighteen string Revision Box, this input will be connected to the cabin revision button. In this way, an end of the button is connected to this input, and the other end is connected to the terminal 51, and when activated, the elevator enters the revision mode, and if Revision Box is not used the serial of this input will be connected to the terminal 51 of Revision Box.

Note: This input was used in older versions of the CARCODEC board under the title of JU1. In these boards, if Revision Box is not used, the input will be connected to the terminal 51 of Revision Box.

Note: If you use the eighteen string Revision Box in Alis and D1 + board, you must enable the CARCODEC spcl signal and also, when using Alis main board, move the lift once, from the bottom up and once vice versa to normal operation. Check the quality of the serial line that is written on Alis LCD board, which should not be less than 70%, and on the D1 + board, check the quality of the display flashes.

Note: If you need more outlets, for example, for two doors and more, use the programmable outlets. Of course, in CAN BUS mode, which can only be implemented with Alis, you can use the left segment outlets as the programmable outlet
(R1co is the same as R1com).

DO input (Door Reopen button): This input connects to the DO button, so that an end of DO button is connected to the CARCODEC board DO input and the other end to the terminal 51 of Revision Box.

Note: If the voltage of 24V is disconnected from this input, it means DO button has worked.

DC input (Door Lock button): This input connects to the DC button, so that an end of DC button is connected to the CARCODEC board DC input and the other end to the terminal 51 of Revision Box.

Note: Note: If the voltage of 24V is disconnected from this input, it means DC button has worked.

PHC Input (Photocell): This input connects to the PHC sensor contact, so that an end of contact is connected to the PHC input and the other end to the terminal 51 of Revision Box.

Note: Note: If the voltage of 24V is disconnected from this input, it means the sensor has worked.

OVL Input (Overload Sensor): This input connects to the OVL sensor contact, so that an end of contact is connected to the OVL input and the other end to the terminal 51 of Revision Box.

Note: Note: If the voltage of 24V is disconnected from this input, it means the sensor has worked.

FULL Input (Full Sensor): This input connects to the OVL sensor contact, so that an end of contact is connected to the FULL input and the other end to the terminal 51 of Revision Box. In the 2-Door lifts, the DO2 button closes this input.

K300 Input: This input connects to the K300 contact switch, so that an end of contact is connected to the K300 input and the other end to the terminal 51 of Revision Box. In the 2-Door lifts, the PHC2 sensor closes to this input.

Note: Note: If the voltage of 24V is disconnected from this input, it means the switch has worked.

PI2 Input (Revision Upward Activator): This input connects to the upward revision button, so that an end of button is connected to the PI2 CARCODEC board input and the other end to the terminal 51 of Revision Box.

PI1 Input (Revision Downward Activator): This input connects to the downward revision button, so that an end of button is connected to the PI1 CARCODEC board input and the other end to the terminal 51 of Revision Box.

Doors:
This board is capable of supporting doors with 24-volt command. Doors' terminals are:

COM: shared opening and closing door 1 command input
Cnc : Normal close for close door

Cno : Normal open for close door

Onc : Normal close for open door

Ono :Normal open for open door

Outlets:

This board has left and right segments for displaying the stops and the direction of the lift in the cabin, the rest of the outlets are accurately indicated in the figure above, and a brief description is given below.

Note: The programmable outlet 1 is defined by default LOVL and the programmable outlet 2 is defined by default URA.

Note: If Alis's main board is connected with CAN Bus, outlets from the left segment can be used as a programmable outlet.

Note: The following outlets are for temporary power:

R1co = Permanent Power Supply (L5) connects to this terminal.

R1no = Cabin Timer Power Supply (L6) connects to this terminal.

Note: The NC terminal is not connected to any part of the board, and is only installed to create a gap between 220V and 24V.

Mainstream communication ports: This board uses a serial port or CAN Bus to communicate with the motherboard.

Buttons: These inputs are connected in parallel to the corresponding buttons in the cabin.

DIP switches:

DIP Switch 1: This is the Reserve DIP Switch.

DIP Switch 2: This DIP switch is used to reduce the noise in the buttons in noisy sites and touch buttons.

Note: At normal sites, the use of this switch is not recommended at all, and this switch should be off.

DIP Switch 3: This is the Reserve DIP Switch.

DIP Switch 4: If this switch is turned on, the speaker's dial tone will be stopped by the number. (The dial tone of the speaker is normally based on the stops indicator.)

DIP Switch 5: If this DIP switch is turned on, the delay switch decreases to one-fifth of normal when dialing. This mode is suitable for Direct approach lifts.

DIP Switch 6: This is the Reserve DIP Switch.

DIP Switch 7 and 8: These two DIP switches are used to determine the speaker's board language.
If the DIP switches 7 and 8 are off, the speaker speaks Persian.
If the switch 7 is turned on and the DIP 8 is off, the language of the speaker and the music will be converted into English.

If the switch 7 is turned off and the DIP 8 is on, the language of the speaker and the music will be converted into Turkish.

Note: DIP switches must be set before the board is switched on.

Note: The test button is designed to test the CARCODEC in the factory and is not functional in normal operation.

Speech Board:

This board is available for broadcasting music and voice announcements on the CARCODEC board and has the following capabilities:

- Set the song and music separately
- Ability to add welcome and goodbye message

Note: The purpose of the welcome message is to add a message at the start of the move before broadcasting the music, and the purpose of the goodbye message is to add a message at the end of the move after the stop announcement.

Note: Welcome and goodbye messages are placed in the CUSTOMER folder. The CUSTOMER folder has two folders named END and START. The welcome messages is in the START folder, and in the END folder, there is a goodbye message.

Note: The welcome and goodbye message per stop is the same as the stop name in the FLOOR folder.

Example: The welcome message is the first stop 01, in the START folder, and the parking stop goodbye message is 0P in the END folder.

Example: The order and how to play the music tracks of a lift that goes from stop 1 to stop 3 and then stop 5 is as follows:

A. Broadcasting welcome message Stop 1;
B. Playing Music;
C. Stop 3 announcement;
D. Broadcasting goodbye message Stop 3;
E. Playing Back Music
F. Broadcasting welcome message Stop 3 at upward move of lift;
G. Playing Music;
H. Stop 5 announcement;
I. Broadcasting goodbye message Stop 5;
J. Playing Back Music for 20±3

Note: If there is a welcome and goodbye message file, the messages will be broadcast for each stop.

Few features of the AVA Card

- Ability to separate the DING sound for up and down directions

Note: The DING sound for up direction is in INFO folder with name DU and DING sound for down direction is named DI in the same folder.

- Music play based on the number of stops or based on the left and right segments using DIP switch 4
- Ability to set language and music

Note: For details on the format of the indexes supported by the AVA Card, read the AVA Card Indicator File.

Button extension board:

This board is located on the CARCODEC board to support the 316 to 332 or buttons, as well as special modes such as the second door button, and there is no need for special setting on the main board after plugging this card into the CARCODEC.

Note 1: In two-door lifts, given ALIS board settings, it is possible to define the second door buttons on buttons 301 to 316 (and do not necessarily require a button expansion card)

Note 2: This board has the ability to add up to two expansion cards.

Bluetooth board:

This board is installed on the CARCODEC to adjust the main board from inside the cabin.

Note: The Bluetooth board is installed on the CARCODEC board J8 header, and when installing the Bluetooth board on CARCODEC board, make sure to indicate the white circle on the CARCODEC and Bluetooth are in the same direction.

This board works as follows:

First install the Arian Blueterm app on your Android device and if the software version is Android 6 or higher, after installing the app, select Arian Blueterm from the Application Manager section, and go through the settings. Select the Permission option and then activate the Location option from the page that opens.

Settings->Applications->Application manager->ArianAsansor->Permissions->Location->Enable

Note: The Arian Bluetooth app does not have any guarantees for the correct operation on Android versions below 4.1.

After installing Arian Blueterm app, open this app and reply yes to open your mobile phone Bluetooth.
Having opened Arian Blueterm app, you'll see two options:

- Easy access mode (for customers of Arian Lift Company)
- Professional access mode (specially for the support staff of Arian Lift Company)

having chosen one of the above options, the Blueterm app connects to the motherboard via the Bluetooth connection by pressing the Connect button. In the professional access mode, you have access Alis's board menus in cabin, but in the easy access mode, you will have access to a part of the basic set of settings that are most commonly used in the cabin in Persian.
Note: The name of the Bluetooth module is Arian Asansor Co. And the password is 123456.
If you the phone does not connect to the Bluetooth board, check the following:

1- Search Arian Asansor Co. from the Bluetooth settings section of your phone,

Note: If you do not find the module with this name by phone, check the following sections:

a) The CARCODEC board is on;
b) Bluetooth is correctly installed on CARCODEC

Having checked up the above sections, if Bluetooth board is not detected by the mobile phone, the Bluetooth board is defective.

2- having found the Bluetooth board in the mobile phone, select it and enter the password 123456.
3- Then open the Arian Bluterm app and try connecting to the Bluetooth board by pressing the Connect button.

Note: If you do not connect the Bluetooth board by pressing the Connect button several times, close the Arian Blueterm app and try again to connect to the Bluetooth board.

Guide for launching the GSM module S1-5

Stage 1:

- Disable the SIM card PIN code by mobile phone,
- Testing the SIM card (ready to call, having enough credit)

Note: Before setting up the GSM module, make sure all dipswitches are off.

Stage 2:

Put the SIM card in the GSM module correctly and turn on the board. After about one minute, check the antenna displays (ANT1, ANT2, ANT3) on the GSM module; at least one of the antenna displays must be turned on. Otherwise, adjust the antenna according to paragraph 1 of the appendix.

Stage 3:

By contacting the Ariane Lift Informatics (or Support) section, set up the serial number of the boards or the customer numbers and numbers in the GSM module. If you are unable to contact the company, you can set the customer numbers in accordance with appendix clause 2 and set the serial number of the board or boards in accordance with clause 3 of the appendix.

Note 1: Before the fourth step of setting up the GSM board, enter the settings and make sure that the GSM Data item is activated on the System Setting menu.

Note 2: For the proper operation of the GSM board, the serial RS21, RS22 serial port of the GSM module must be connected to the main board group serial port (usually RS21, RS22). If the serial port is connected correctly, following GSM module turn on (about a minute after connecting to the GSM module), every 30 seconds the LC display flashes several times.

Stage 4:

To assure the GSM device correct performance, create an error on the main board and wait, in case of an appropriate installation, after about 5 minutes, the error will be sent to registered users.

Note 1: The error must remain on the main board for at least 5 minutes to be sent to the customer.

Note 2: The GSM board turns on the Error Display after receiving an error.

GSM module capabilities

- Send an instant lift error
- Ability to report errors in the lift (clause 4 of the appendix)
- Two outlets of the relay that can be switched on and off by SMS (clause 5 of the appendix)
- Two application inputs for use on specific sites (sending input status by SMS to customers) (clause 6 of the appendix)
- Ability to request antenna quality (clause 7 of the appendix)
- Ability to set how to send instant errors (clause 8 of the appendix)

Adjust the antenna

Turn on the Antenna DIP Switch and turn off the GSM module, then turn on it and wait for the GSMReady and SIMCABIND displays to turn on. Now slowly change the location of the GSM module to turn on one of the antenna displays (ANT1, ANT2, ANT3). You can install your GSM module here. After finding the appropriate location for the GSM module, turn the DIP switch off and then turn off and on the GSM module.

Note 1: It is best for the customer to install the GSM module at the site so that all three antennas are turned on.

Note 2: It's best to use a SIM card with the best antenna quality in the site.

Enter a customer number

Turn on Tel Number DIP Switch (while the rest of the DIP switches are off) and turn off the GSM board and then turn it on and wait until the Special display is fully turned on. Then send two messages with the following content to the GSM module:

Customer number C1, send format

C1	,	Tel Number

Customer number C2, send format

C2	,	Tel Number

GSM module following the first number is received, the Customer1 display turns on, and after receiving the second number Customer2 display turns on, as well. After entering two phone numbers, turn off Tel number DIP Switch and then turn off and on the GSM module.

Note 1: If the phone number registered in the GSM module is not defined in the telecommunication network, the board normal operation will be impaired.

Note 2: To change the customer number 1 or 2, just re-enter the customer's phone number according to the instructions.

Note 3: If you do not need a second phone number, do not enter phone number 2.

Note 4: Enter the phone number as follows: Tel Number: 09123456789

Example: If the customer 1 number is (09123456789), the message will be as follows:

C1,09123456789

Note 5: Entering more than 2 phone numbers is possible only by contacting the Informational Section (or support) of Arian Company.

Note 6: To remove the customer number 1 and 2, first turn on the Tel Number DIP Switch and then turn off and on the GSM module and wait until the Special display is fully turned on. After turning on the Special display, send a message with the following content to the GSM module:

CX	,	Del

The GSM module turns on the corresponding display after receiving the message.

Example: To remove the customer 2 phone number 2, send the following message to the GSM module:

C2	,	Del

The GSM module turns on the Customer2 display after receiving the message.

Note 7: Removing Customers (Except 1 and 2) is only possible by contacting the Ariane Informatics (or Support) Division.

Enter the serial number of the boards

Turn off the Mac Address DIP Switch and turn off and on the GSM board. Then wait until the Special display is fully turned on. Then, according to the number of lifts, send a message with the following content to the GSM module:

One lifts:

MAC1, Serial Tablo1

Two lifts:

MAC1, Serial Tablo1, MAC2, Serial Tablo2

Three lifts:

MAC1, Serial Tablo1, MAC2, Serial Tablo2, MAC3, Serial Tab3

Four lifts:

MAC1, Serial Tablo1, MAC2, Serial Tablo2, MAC3, Serial Tablo3, MAC4, Serial Tablo4

Note: The serial number is numeric from 3 to 16 digits. If the number of digits is less than 3 digits or more than 16 digits, the serial number will not be recorded.

Note: GSM module turns on the ANT1 display with the correct receipt of the board 1 serial number, and, with the correct receipt of the board 2 serial number turns on the ANT2 display and, with the correct receipt of the board 3 serial number turns on the ANT3 display and with the correct receipt of the board 4 turns on the Link1 display.

Note: MAC1 for lifts with Self Address = 32, MAC2 for lifts with Self Address = 33, MAC3 for lifts with Self Address = 34 and MAC4 for lifts with Self Address = 35.

Example: If the GSM board is connected to a single board with a serial number of 3456714, then the serial number is registered with an SMS with the following content and after the phone number is registered in the GSM module, the ANT1 display turns on:

MAC1.3456714

Memory Error Request

If you send an SMS with the contents of the "Three Last Digits of the E-Series," the customer 11 or 2 sends the last 10 latest errors to the GSM module to the SMS sender.

Note: If the panel is Single, Customer 1 or 2 can only use the "E" message instead of the above message.

Note: Except for customer 1 and 2, the rest of the customers can apply for this if they register the number on the Arian server, according to the comprehensive manual of GSM modules.

How to activate relays

By sending the following messages from customer 1 or customer 2 to the GSM module, the relays of this board are enabled or disabled:

Command	K11	K10	K21	K20
Function	Enable K1 relay	Disable K1 relay	Enable K2 relay	Disable K2 relay

Note: After receiving the above request from GSM, the request message is sent to the requesting party.
Note: Except for customer 1 and 2, the rest of the customers can apply for this if they register the number on the Arian server, according to the comprehensive manual of GSM modules.

IN1, IN2 Inputs

The GSM board inputs are adjustable by the JP1 jumper as Active low or Active High; if JP1 jumpers are assembled to the + (positive) sign, the inputs are Active High (ie, enabling the + 24V voltage input) and if JP1 jumpers are assembled to the - (negative) sign, the inputs are Active Low.

Note: In the event of a change in the GSM board inputs, the change SMS will be sent to Customer 1 and 2, and the remaining customers of the Arian server if registered any. If any of the IN1 or IN2 inputs is enabled or disabled, the following messages are sent to customers:

IN1 or IN2 inputs enabled	Arian Asansor Co. In1: On,In2: On
IN1 or IN2 inputs disabled	Arian Asansor Co. In1: Off,In2: Off
IN1 inputs enabled and IN2 inputs disabled	Arian Asansor Co. In1: On,In2: Off
IN1 inputs disabled and IN2 inputs enabled	Arian Asansor Co. In1: Off,In2: On

Antenna Quality Request

If customer 1 or 2 sends an SMS with "A" content to the GSM module, the antenna quality of the location of the GSM module is sent to the requester.

Note: Except for Customer 1 and 2, the other customers may request this, if they are registered in the Arian server, in accordance with the comprehensive manual of the GSM module.

Configurable how to send instant errors

A - Sending Errors In Brief

If customer 1 or 2 sends an SMS with "S" content to the GSM module, the following errors will not be sent to customers 1 and 2 and other customers.

Opening TimeOut Error

Closing TimeOut Error

OverLoad Error

And, in the meantime, if the above errors occur, the error display will not turn on.

Note: By default, errors are sent in brief.

Note: Having reeived the above request from GSM, the request acceptance message will be sent to the requestor.

B - Sending Errors In Full

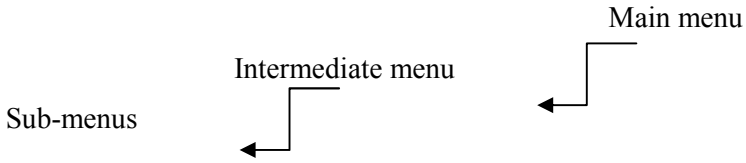
If customer 1 or 2 sends an SMS with "F" content to the GSM module, the following errors will be sent to customers 1 and 2 and other customers, as well.

Note: Having reeived the above request from GSM, the request acceptance message will be sent to the requestor.

Note: Except for Customer 1 and 2, the other customers may request this, if they are registered in the Arian server, in accordance with the comprehensive manual of the GSM module.

Full list of Alis Board application parameters:

The main board's menu structure is in the following format:



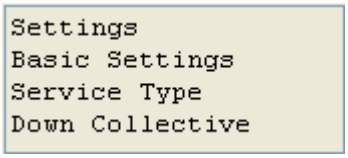
Setting → Basic Setting:

```
Settings
Basic Settings
Number Of Stops
8
```

- Setting → Basic Setting → Number of Stops

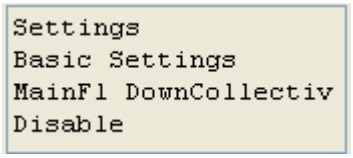
Parameter Name	Setting Range	Default
Number of Stops	2 ~ 32	8
Number of Stops		

- Setting → Basic Setting → Service Type



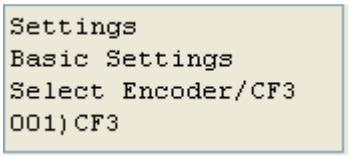
Parameter Name	Setting Range	Default
Service Type	000)Down Collective 001)Selective Collective. 002)Full Collective 003)Push Button	Down Collective
Type of service to buttons: Down Collective: A button per floor and a response to the button from the highest floor to the lowest is activated Selective Collective : Two buttons per floor and a response to the button in accordance with the direction of the lift Full Collective: A button per floor and a response to the button in both directions without priority Push Button: A button per floor and a response to the first button to full response		

- Setting → Basic Setting → MainFl DownCollective



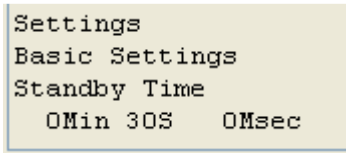
Parameter Name	Setting Range	Default
MainFl DownCollective	1 to number of stop	Disable
In the DownCollective service mode, if you define this menu for a floor, servicing in the upper floors is DownCollective and in the lower floors it changes to UPCollective.		

➢ Setting → Basic Setting → Select Encoder/CF3



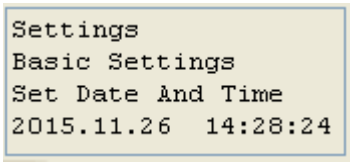
Parameter Name	Setting Range	Default
Select Encoder/CF3	Encoder CF3	CF3
Determine the method of running lift Encoder: Running by Motor Pulse Encoder (In this case, all the relevant Learn settings must be made, these settings are only made by the after sales service staff) CF3: Running by sensor and magnet		

➢ Setting → Basic Setting → Standby Time



Parameter Name	Setting Range	Default
Standby Time	0 to 60 Sec	30 Sec
Latency of the Standby mode after stopping and opening the doors, to turn off the lighting during movement and motor fan		

➢ Setting → Basic Setting → Set Date And Time



Parameter Name	Setting Range	Default
Set Date And Time	YYYY-MM-DD 00:00:00	YYYY-MM-DD 00:00:00
Date and time settings		

Setting → Serial Setting:

- Setting → Serial Setting → CARCODEC Exist

```
Settings
Serial Settings
Carcodec Exist
001)Yes
```

Parameter Name	Setting Range	Default
CARCODEC Exist	000)NO 001)YES	000) NO
The presence and absence of a CARCODEC module: in group control projects if the lift does not contain CARCODEC module, set this parameter to NO.		

- Setting → Serial Setting → CARCODEC Rs485 Port

```
Settings
Serial Settings
Carcodec Rs485 Port
001)Rs1x
```

Parameter Name	Setting Range	Default
CARCODEC Rs485 Port	000)None 001)RS1X 002)RS2X 003)RS3X	001)RS1X
Define the codebook serial port		

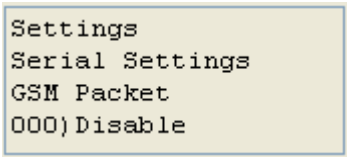
- Setting → Serial Setting → Group Rs485 Port

```
Settings
Serial Settings
Group Rs485 Port
000)None
```

Parameter Name	Setting Range	Default
Group Rs485 Port	000)None 001)RS1X 002)RS2X 003)RS3X	000)None

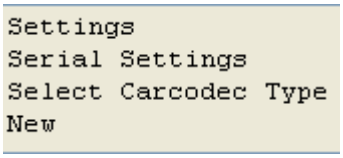
Define group control serial port

- Setting → Serial Setting → GSM Packet



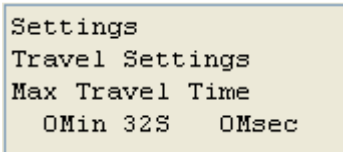
Parameter Name	Setting Range	Default
GSM Packet	000)Disable 001)Enable	000)Disable
If the panel is equipped with a GSM module, set Enable to activate this menu.		

- Setting → Serial Setting → Select CARCODEC Type



Parameter Name	Setting Range	Default
Select CARCODEC Type	New, old	New
Select CARCODEC Type Cabin S1-X = NEW Cabin S1-X = NEW, Cabin V2 = old		

- Setting → Travel Setting → Max Travel Time



Parameter Name	Setting Range	Default
Max Travel Time	0M 0S 100ms to 2M 0S 0ms	0M 32S 0ms
Maximum permitted travel time, after the end of this period and reaching the destination, the Travel Error is issued.		

- Setting → Travel Setting → Auto Leveling Speed

```
Settings
Travel Settings
Auto Leveling Speed
V0
```

Parameter Name	Setting Range	Default
Auto Leveling Speed	V0 VR	V0
Determine leveling speed in the revision mode after reaching the CN1, CA1 switches to floor level		

- Setting → Travel Setting → Power Up Calibration

```
Settings
Travel Settings
Power Up Calibration
Yes
```

Parameter Name	Setting Range	Default
Power Up Calibration	YES,NO	YES
If this menu is set to YES, each time the main board is reset, the identification operation is performed compulsorily.		

- Setting → Travel Setting → Calibration Speed

```
Settings
Travel Settings
Calibration Speed
V1
```

Parameter Name	Setting Range	Default
Calibration Speed	V0,V1,V2,V3	V1
Determine the calibration speed Ensure the correct operation of the run switches and their installation intervals per speed before the calibration speed operation.		

- Setting → Travel Setting → Auto Relevel

```
Settings
Travel Settings
Auto Relevel
No
```

Parameter Name	Setting Range	Default
Auto Relevel	YES NO	NO
➢ Define Re-Level mode in lifts with Re-Level sensors. ➢ Activation of this feature depends on the definition of the inputs of its sensors. ➢ Hydraulic lifts: ➢ In the hydraulic lift, if this feature is activated, it is only necessary to define the Up Re-Level sensor input. ➢ If the re-leveling operation is done with a closed door, the re-level magnet is only required in the lowest floor. ➢ If the Re-Leveling operation is performed with the open door, the re-level magnet is required for all floors in the range of the level magnet.		

- Setting → Travel Setting → Used V0 With Relevel

```
Settings
Travel Settings
Use V0 With Relevel
000)No
```

Parameter Name	Setting Range	Default
Used V0 With Relevel	000)No 001)YES	NO
Used V0 With Re-level		

- Setting → Travel Setting → RelvlWith Lvl Sensor

```
Settings
Travel Settings
RelvlWith Lvl Sensor
000)No
```

Parameter Name	Setting Range	Default
RelvlWith Lvl Sensor	000)No 001)YES	000)NO
➢ If this menu is set to YES, Re-level operation is performed by the level sensor and there is no need for the Re-level magnets to be placed in the floors; if the lift is removed from the floor level, the Close command is issued and the Re-level operation is performed. Note: ➢ Re-level Magnet arrangement is required in the lowest floor.		

- Setting → Travel Setting → Leveling Time

```
Settings
Travel Settings
Leveling Time
  0Min 30Sec   0Msec
```

Parameter Name	Setting Range	Default
Leveling Time	0M 0S 0ms to 1M 38S 440ms	0M 30S 0ms
Maximum permitted time for slow speed or V0		

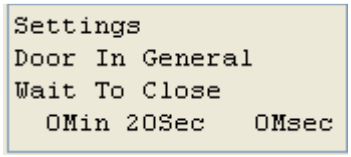
- Setting → Travel Setting → ABS Non Speed Time

```
Settings
Travel Settings
ABS Non Speed Time
 2 Sec   0Msec
```

Parameter Name	Setting Range	Default
ABS Non Speed Time	0 S 500ms to 2 S 0 ms	2 S 0 ms
In manual emergency mode (manual movement), if the pulse encoder is not received after the time has elapsed, manual movement stops.		

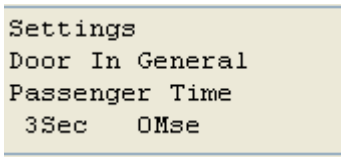
Setting → Door In General:

- Setting → Door In General → Wait To Close



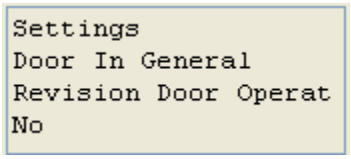
Parameter Name	Setting Range	Default
Wait To Close	0M 0S 0ms to 0M 50S 0ms	0M 20S 0ms
The maximum wait to close time of the doors, after this time and not closing the door, all the buttons are canceled.		

- Setting → Door In General → Passenger Time



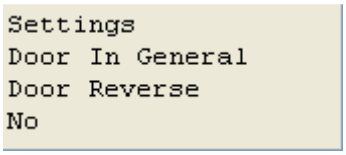
Parameter Name	Setting Range	Default
Passenger Time	0M 0S 0ms to 0M 25S 0ms	0M 3S 0ms
Permissible passenger time and next move		

- Setting → Door In General → Revision Door Operat



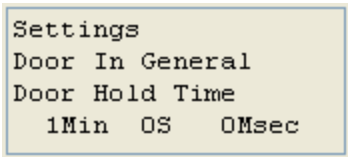
Parameter Name	Setting Range	Default
Revision Door Operat	YES, NO	NO
Close the lift door in revision mode. If this is set to YES, the lift door closes automatically as soon as the lift is in inspection mode.		

- Setting → Door In General → Door Reverse



Parameter Name	Setting Range	Default
Door Reverse	YES, NO	NO
In the select mode, if the menu is set to YES, the lift doors will function as a see-saw. for example: The first floor of the first floor is closed and the second door of the first floor is open, if the first door is RE-OPEN (the button activates), the second door is closed. And vice versa.		

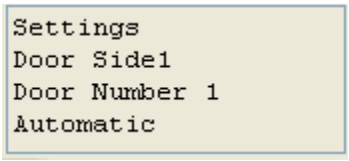
- Setting → Door In General → Door Hold Time



Parameter Name	Setting Range	Default
Door Hold Time	0M 0S 100ms to 2M 0S 0ms	1M 0S 0ms
latency of door closing in Door Hold mode		

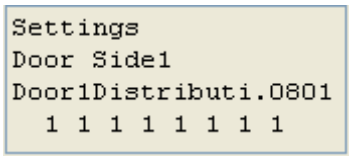
Setting → Door Side1:

- Setting → Door Side1 → Door Number 1



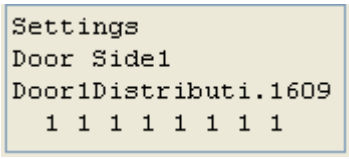
Parameter Name	Setting Range	Default
Door Number 1	Simple, Semi Automatic, Automatic	Automatic
Door type: simple, semi-automatic, automatic		

Setting → Door Side1 → Door1Distributi.0801



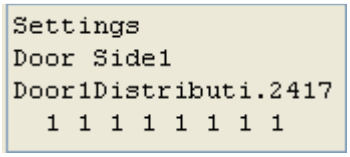
Parameter Name	Setting Range	Default
Door1Distributi.0801	00000000 to 11111111	11111111
In lifts with more than one door (button and tunnel selection), specify the first door position in floors 1 to 8 in this menu, according to the definitions of buttons.		

- Setting → Door Side1 → Door1Distributi.1609



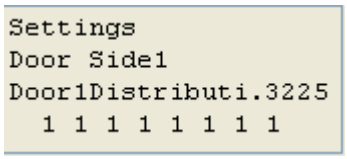
Parameter Name	Setting Range	Default
Door1Distributi.1609	00000000 to 11111111	11111111
In lifts with more than one door (button and tunnel selection), specify the first door position in floors 9 to 16 in this menu, according to the definitions of buttons.		

- Setting → Door Side1 → Door1Distributi.2417



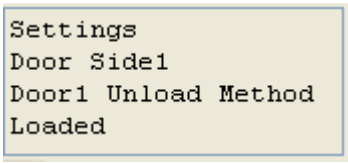
Parameter Name	Setting Range	Default
Door1Distributi.2417	00000000 to 11111111	11111111
In lifts with more than one door (button and tunnel selection), specify the first door position in floors 17 to 24 in this menu, according to the definitions of buttons.		

- Setting → Door Side1 → Door1Distributi.3225



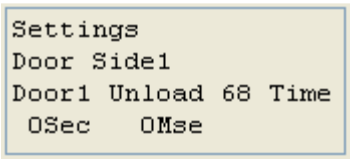
Parameter Name	Setting Range	Default
Door1Distributi.3225	00000000 to 11111111	11111111
In lifts with more than one door (button and tunnel selection), specify the first door position in floors 25 to 32 in this menu, according to the definitions of buttons.		

- Setting → Door Side1 → Door1 Unload Method



Parameter Name	Setting Range	Default
Door1 Unload Method	69,69 With Delay,68,68 With Delay, Loaded	Loaded
First door unload method		

- Setting → Door Side1 → Door1 Unload 68 Time

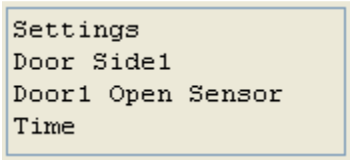


Parameter Name	Setting Range	Default
Door1 Unload 68 Time	0M 0S 0ms to 0M 3S 0ms	0M 0S 0ms
First door unload time after receiving signal 68		

- Setting → Door Side1 → Door1 Unload 69 Time

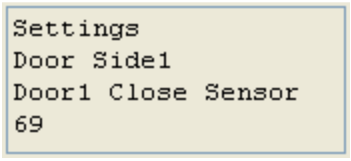
Parameter Name	Setting Range	Default
Door1 Unload 68 Time	0M 0S 0ms to 0M 3S 0ms	0M 0S 0ms
First door unload time after receiving signal 69		

- Setting → Door Side1 → Door1 Open Sensor



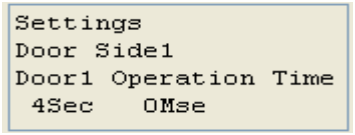
Parameter Name	Setting Range	Default
Door1 Open Sensor	Time,5kt	Time
First door full opening sensor		

Setting → Door Side1 → Door1 Close Sensor



Parameter Name	Setting Range	Default
Door1 Close Sensor	69,Time,6kt	69
First door full close sensor Note 1: If the lift has two or three doors, and the doors have close limit switch and are used, be sure to set this menu to 6kt. Note 2: If the lift has two or three doors, and the doors do not have close limit switch and or are not used, be sure to set this menu to Time. Note 3: If the lift has two or three doors and this menu is set to 69, the main board will automatically show a Menu Error.		

- Setting → Door Side1 → Door1 Operation Time



Parameter Name	Setting Range	Default
Door1 Operation Time	0M 0S 100ms to 0M 10S 0ms	0M 4S 0ms
Estimated total door operation time of the first door during opening and closing		

- Setting → Door Side1 → Trac.CloseProt.Time1

```
Settings
Door Side1
Trac.CloseProt.Time1
 6 Sec    0Msec
```

Parameter Name	Setting Range	Default
Trac.closeProt.Time1	0M 0S 100ms to 0M 10S 0ms	0M 6S 0ms
Maximum wait time to receive a signal for closing the first door		

- Setting → Door Side1 → Trac.OpenProt.Time1

```
Settings
Door Side1
Trac.OpenProt. Time1
 6 Sec    0Msec
```

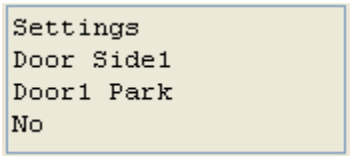
Parameter Name	Setting Range	Default
Trac.openProt.Time1	0M 0S 100ms to 0M 10S 0ms	0M 6S 0ms
Maximum open wait time to receive a signal to the first door		

- Setting → Door Side1 → URA Protection Time1

```
Settings
Door Side1
URA Protection Time1
  0Min 10Sec    0Msec
```

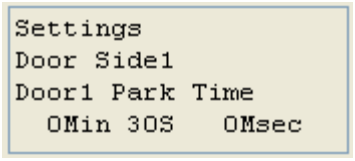
Parameter Name	Setting Range	Default
URA Protection Time1	0M 0S 0ms to 0M 30S 0ms	0M 10S 0ms
Maximum acceptable time to complete the safety circuit after enabling the first door URA		

- Setting → Door Side1 → Door1 Park



Parameter Name	Setting Range	Default
Door1 Park	YES,NO	NO
Enable and disable the first door closure after the specified time in the Door1 Park Time parameter		

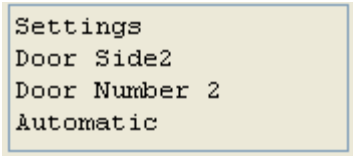
- Setting → Door Side1 → Door1 Park Time



Parameter Name	Setting Range	Default
Door1 Park Time	0M 0S 0ms to 10M 0S 0ms	0M 30S 0ms
The closing wait time for the first door		

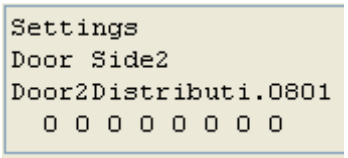
Setting → Door Side2:

- Setting → Door Side2 → Door Number 2



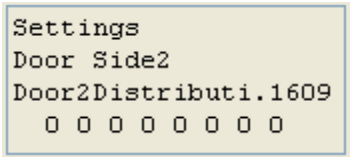
Parameter Name	Setting Range	Default
Door Number 2	Simple, Semi-Automatic, Automatic	Automatic
Door type: simple, semi-automatic, automatic		

- Setting → Door Side2 → Door2Distributi.0801



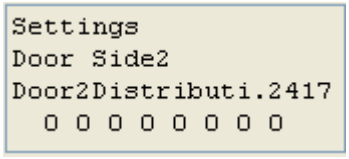
Parameter Name	Setting Range	Default
Door2Distributi.0801	00000000 to 11111111	00000000
In lifts with more than one door (button and tunnel selection), specify the second door position in floors 1 to 8 in this menu, according to the definitions of buttons.		

- Setting → Door Side2 → Door2Distributi.1609



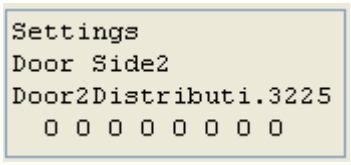
Parameter Name	Setting Range	Default
Door2Distributi.1609	00000000 to 11111111	00000000
In lifts with more than one door (button and tunnel selection), specify the first door position in floors 9 to 16 in this menu, according to the definitions of buttons.		

- Setting → Door Side2 → Door2Distributi.2417



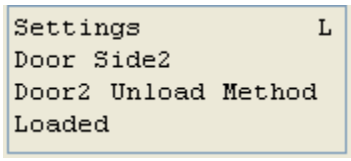
Parameter Name	Setting Range	Default
Door2Distributi.2417	00000000 to 11111111	00000000
In lifts with more than one door (button and tunnel selection), specify the first door position in floors 17 to 24 in this menu, according to the definitions of buttons.		

- Setting → Door Side2 → Door2Distributi.3225



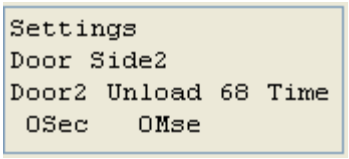
Parameter Name	Setting Range	Default
Door2Distributi.3225	00000000 to 11111111	00000000
In lifts with more than one door (button and tunnel selection), specify the first door position in floors 25 to 32 in this menu, according to the definitions of buttons.		

- Setting → Door Side2 → Door2 Unload Method



Parameter Name	Setting Range	Default
Door2 Unload Method	69,69 With Delay,68,68 With, Delay, Loaded	Loaded
Second door unload method		

- Setting → Door Side2 → Door2 Unload 68 Time



Parameter Name	Setting Range	Default
Door2 Unload 68 Time	0M 0S 0ms to 0M 3S 0ms	0M 0S 0ms
Second door unload time after receiving signal 68		

- Setting → Door Side2 → Door2 Unload 69 Time

```
Settings              L
Door Side2
Door2 Unload 69 Time
 OSec   OMse
```

Parameter Name	Setting Range	Default
Door2 Unload 68 Time	0M 0S 0ms to 0M 3S 0ms	0M 0S 0ms
Second door unload time after receiving signal 69		

- Setting → Door Side2 → Door2 Open Sensor

```
Settings
Door Side2
Door2 Open Sensor
Time
```

Parameter Name	Setting Range	Default
Door2 Open Sensor	Time,5kt	Time
Second door full opening sensor		

- Setting → Door Side2 → Door2 Close Sensor

```
Settings
Door Side2
Door2 Close Sensor
69
```

Parameter Name	Setting Range	Default
Door2 Close Sensor	69,Time,6kt	69
Second door full close sensor Note 1: If the lift has two or three doors, and the doors have close limit switch and are used, be sure to set this menu to 6kt. Note 2: If the lift has two or three doors, and the doors do not have close limit switch and or are not used, be sure to set this menu to Time.		

- Setting → Door Side2 → Door2 Operation Time

```
Settings
Door Side2
Door2 Operation Time
 4Sec    0Mse
```

Parameter Name	Setting Range	Default
Door2 Operation Time	0M 0S 100ms to 0M 10S 0ms	0M 4S 0ms
Estimated total door operation time of the second door during opening and closing		

- Setting → Door Side2 → Trac.CloseProt.Time2

```
Settings
Door Side2
Trac.CloseProt.Time2
 6 Sec    0Msec
```

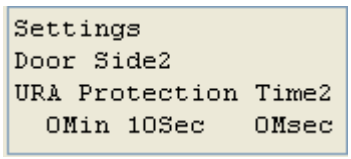
Parameter Name	Setting Range	Default
Trac.CloseProt.Time2	0M 0S 100ms to 0M 10S 0ms	0M 6S 0ms
Maximum wait time to receive a signal for closing the second door		

- Setting → Door Side2 → Trac.OpenProt.Time2

```
Settings
Door Side2
Trac.OpenProt. Time2
 6 Sec    0Msec
```

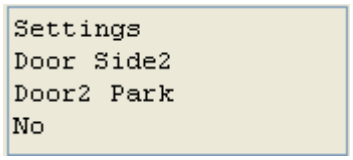
Parameter Name	Setting Range	Default
Trac.OpenProt.Time2	0M 0S 100ms to 0M 10S 0ms	0M 6S 0ms
Maximum wait time to receive a signal for open the second door		

- Setting → Door Side2 → URA Protection Time2



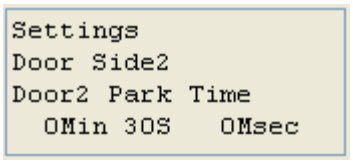
Parameter Name	Setting Range	Default
URA Protection Time2	0M 0S 0ms to 0M 30S 0ms	0M 10S 0ms
Maximum acceptable time to complete the safety circuit after enabling the second door URA		

- Setting → Door Side2 → Door2 Park



Parameter Name	Setting Range	Default
Door2 Park	YES,NO	NO
Enable and disable the second door closure after the specified time in the Door2 Park Time parameter		

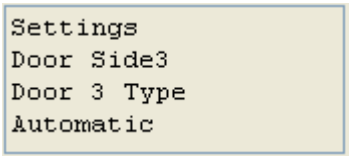
- Setting → Door Side2 → Door2 Park Time



Parameter Name	Setting Range	Default
Door2 Park Time	0M 0S 0ms to 10M 0S 0ms	0M 30S 0ms
The closing wait time for the second door		

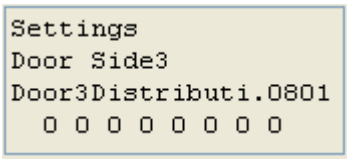
Setting → Door Side3:

- Setting → Door Side3 → Door Number 3



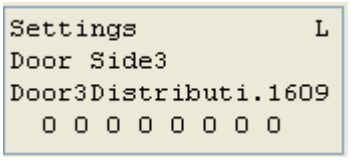
Parameter Name	Setting Range	Default
Door Number 3	Simple, Semi-Automatic, Automatic	Automatic
Door type: simple, semi-automatic, automatic		

- Setting → Door Side3 → Door3Distributi.0801



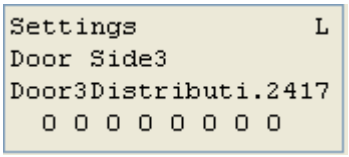
Parameter Name	Setting Range	Default
Door3Distributi.0801	00000000 to 11111111	00000000
In lifts with more than one door (button and tunnel selection), specify the second door position in floors 1 to 8 in this menu, according to the definitions of buttons.		

- Setting → Door Side3 → Door3Distributi.1609



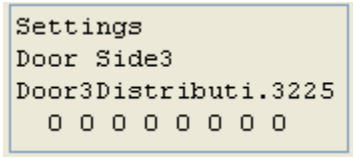
Parameter Name	Setting Range	Default
Door3Distributi.1609	00000000 to 11111111	00000000
In lifts with more than one door (button and tunnel selection), specify the second door position in floors 9 to 16 in this menu, according to the definitions of buttons.		

- Setting → Door Side3 → Door3Distributi.2417



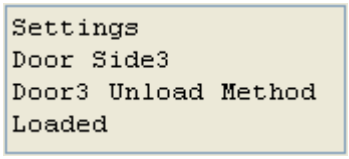
Parameter Name	Setting Range	Default
Door3Distributi.2417	00000000 to 11111111	00000000
In lifts with more than one door (button and tunnel selection), specify the second door position in floors 17 to 24 in this menu, according to the definitions of buttons.		

- Setting → Door Side3 → Door3Distributi.3225



Parameter Name	Setting Range	Default
Door3Distributi.3225	00000000 to 11111111	00000000
In lifts with more than one door (button and tunnel selection), specify the second door position in floors 25 to 32 in this menu, according to the definitions of buttons.		

- Setting → Door Side3 → Door3 Unload Method



Parameter Name	Setting Range	Default
Door3 Unload Method	68 و68و69 With Delayو69 Loadedو With Delay	Loaded
Third door unload method		

- Setting → Door Side3 → Door3 Unload 68 Time

```
Settings
Door Side3
Door3 Unload 68 Time
 0Sec    0Mse
```

Parameter Name	Setting Range	Default
Door3 Unload 68 Time	0M 0S 0ms to 0M 3S 0ms	0M 0S 0ms
Third door unload time after receiving signal 68		

- Setting → Door Side3 → Door3 Unload 69 Time

```
Settings
Door Side3
Door3 Unload 69 Time
 0Sec    0Mse
```

Parameter Name	Setting Range	Default
Door3 Unload 68 Time	0M 0S 0ms to 0M 3S 0ms	0M 0S 0ms
Third door unload time after receiving signal 69		

- Setting → Door Side3 → Door3 Open Sensor

```
Settings
Door Side3
Door3 Open Sensor
Time
```

Parameter Name	Setting Range	Default
Door3 Open Sensor	5ktوTime	Time
Third door full opening sensor		

- Setting → Door Side3 → Door3 Close Sensor

```
Settings
Door Side3
Door3 Close Sensor
69
```

Parameter Name	Setting Range	Default
Door3 Close Sensor	6kt وTime و69	69
Third door full close sensor Note 1: If the lift has two or three doors, and the doors have close limit switch and are used, be sure to set this menu to 6kt. Note 2: If the lift has two or three doors, and the doors do not have close limit switch and or are not used, be sure to set this menu to Time.		

- Setting → Door Side3 → Door3 Operation Time

```
Settings
Door Side3
Door3 Operation Time
 4Sec    0Mse
```

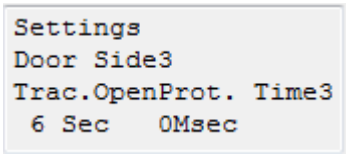
Parameter Name	Setting Range	Default
Door3 Operation Time	0M 0S 100ms to 0M 10S 0ms	0M 4S 0ms
Estimated total door operation time of the third door during opening and closing		

- Setting → Door Side3 → Trac.CloseProt.Time3

```
Settings
Door Side3
Trac.CloseProt.Time3
 6 Sec    0Msec
```

Parameter Name	Setting Range	Default
Trac.CloseProt.Time3	0M 0S 100ms to 0M 10S 0ms	0M 6S 0ms
Maximum wait time to receive a signal for closing the third door		

- Setting → Door Side3 → Trac.OpenProt.Time3

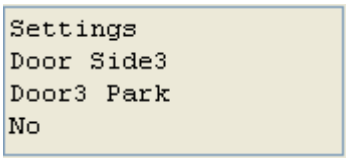


Parameter Name	Setting Range	Default
Trac.OpenProt.Time3	0M 0S 100ms to 0M 10S 0ms	0M 6S 0ms
Maximum wait time to receive a signal for open the third door		

- Setting → Door Side3 → URA Protection Time3

Parameter Name	Setting Range	Default
URA Protection Time3	0M 0S 0ms to 0M 30S 0ms	0M 10S 0ms
Maximum acceptable time to complete the safety circuit after enabling the third door URA		

- Setting → Door Side3 → Door3 Park



Parameter Name	Setting Range	Default
Door3 Park	YES NO	NO
Enable and disable the second door closure after the specified time in the Door3 Park Time parameter		

- Setting → Door Side3 → Door3 Park Time

```
Settings
Door Side3
Door3 Park Time
  0Min 30S   0Msec
```

Parameter Name	Setting Range	Default
Door3 Park Time	0M 0S 0ms to 10M 0S 0ms	0M 30S 0ms
The closing wait time for the third door		

Setting → Special Travels:

- Setting → Special Travels → Fire Park Floor

```
Settings
Special Travels
Fire Park Floor
Disable
```

Parameter Name	Setting Range	Default
Fire Park Floor	00 TO31,Disable	Disable
Fire Park Floor		

- Setting → Special Travels → Park Floor

```
Settings
Special Travels
Park Floor
Disable
```

Parameter Name	Setting Range	Default
Park Floor	TO 31,Disable 00	Disable
Park Floor		

- Setting → Special Travels → Park Time

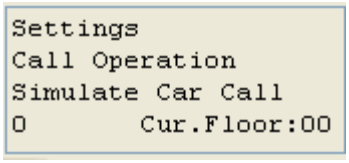
```
Settings
Special Travels
Park Time
  0Min 30S   0Msec
```

Parameter Name	Setting Range	Default
Park Time	0M 0S 0ms to 10M 0S 0ms	0M 30S 0ms

Park Time

Setting → Call Operation:

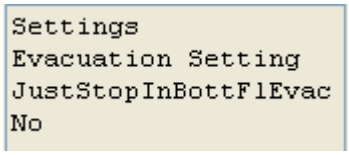
- Setting → Call Operation → Simulate Cabin Call



Parameter Name	Setting Range	Default
Simulate Cabin Call	0 to 31	۰
Simulate Cabin Call in accordance with Cur.Floor:00		

Setting → Evacuation Setting:

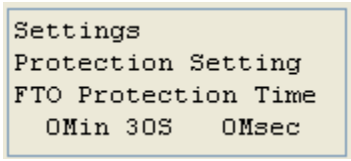
- Setting → Evacuation Setting → JustStopInBottFlEvac



Parameter Name	Setting Range	Default
JustStopInBottFlEvac	NO YES	NO
If this menu is set to YES, the bottom direction is chosen for the rescue mode and the lift will only park at the lowest floor. This option is used in most cases in hydraulic lifts, but if you need this option in the tilt lift, be sure to inform the Arian lift after sale service unit.		

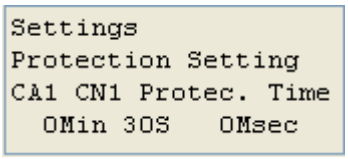
Setting → Protection Setting:

- Setting → Protection Setting → FTO Protection Time



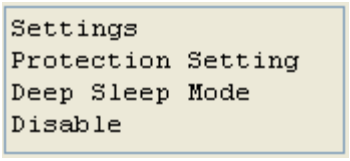
Parameter Name	Setting Range	Default
FTO Protection Time	0M 0S 0ms to 2M 0S 0ms	0M 30S 0ms
Permissible travel time after activation of the FTO engine thermal sensor		

- Setting → Protection Setting → CA1 CN1 Protec. Time



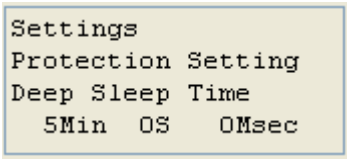
Parameter Name	Setting Range	Default
CA1 CN1 Protec. Time	0M 0S 0ms to 2M 0S 0ms	0M 30S 0ms
Maximum permissible time to reach the floor level after enabling the CN1, CA1 switches		

- Setting → Protection Setting → Deep Sleep Mode



Parameter Name	Setting Range	Default
Deep Sleep Mode	Disable Enable	Disable
Enabling and disabling deep sleep mode (energy saving) , in this mode numerators outputs will be erased, and an output can be enabled.		

- Setting → Protection Setting → Deep Sleep Time



Parameter Name	Setting Range	Default
Deep Sleep Time	0M 0S 0ms to 10M 0S 0ms	5M 0S 0ms
After the end of the set time, the lift enters Deep Sleep mode.		

- Setting → Protection Setting → Enable Password

```
Settings
Protection Setting
Enable Password
Disable
```

Parameter Name	Setting Range	Default
Enable Password	Disable Enable	Disable
ALIS Enable and disable password for ALIS		

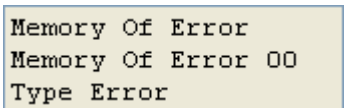
- Setting → Protection Setting → Password Number

```
Settings
Protection Setting
Password Number
0
```

Parameter Name	Setting Range	Default
Password Number	0 to 9999	0
Define password		

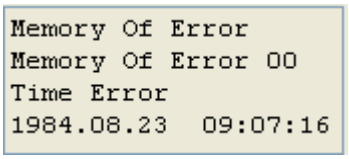
Memory of Error

- Memory of Error → Memory of Error 00 → Type Error



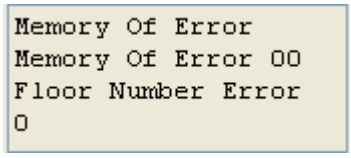
Parameter Name	Setting Range	Default
Type Error	Refer to Errors Table	No Errors Occurred
View 100 errors occurred		

- Memory of Error → Memory of Error 00 → Time Error



Parameter Name	Setting Range	Default
Time Error	Read Only	Read Only
View the date and time of the error		

- Memory of Error → Memory of Error 00 → Floor Number Error



Parameter Name	Setting Range	Default
Floor Number Error	Read Only	Read Only
View the floor number of the error		

Error Process

- Error Process → Total Error Info. → Clear Memory Error

```
Error Process
Total Error Info.
Clear Memory Error
No
```

Parameter Name	Setting Range	Default
DriveDeclare DirEvac	NO YES	NO
Delete all recorded errors		

Numerator → Numerator Settings

- Numerator → Numerator Settings → Hall Numerator Type

```
Numerator
Numerator Settings
Hall Numerator Type
Normal 7-Segment
```

Parameter Name	Setting Range	Default
Hall Numerator Type	Normal 7-segment Self Define 7-Seg. Odd 7-Segment Even 7-Segment Binary Inverted Binary Gray Inverted Gray Linear Inverted Linear	Normal 7-segment
Specify the type of floor display In some projects, the type of cabin floor display is different.		

➢ Numerator → Numerator Settings → Car Numerator Type

```
Numerator
Numerator Settings
Car Numerator Type
Normal 7-Segment
```

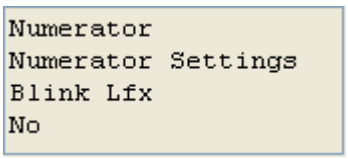
Parameter Name	Setting Range	Default
Cabin Numerator Type	Normal 7-segment Self Define 7-Seg. Odd 7-Segment Even 7-Segment Binary Inverted Binary Gray Inverted Gray Linear Inverted Linear	Normal 7-segment
Determine the type of cabin display (in some projects, the type of cabin display is different with that of the floors)		

➢ Numerator → Numerator Settings → Blink In Standby

```
Numerator
Numerator Settings
Blink In Standby
No
```

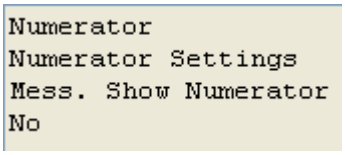
Parameter Name	Setting Range	Default
Blink In Standby	NO YES	NO
Blink in Standby Mode of main board CARCODEC and numerator outputs		

- Numerator → Numerator Settings → Blink Lfx



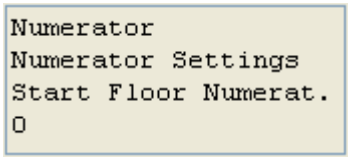
Parameter Name	Setting Range	Default
Blink Lfx	NO YES	NO
Blink in direction outputs while the lift moving		

- Numerator → Numerator Settings → Mess. Show Numerator



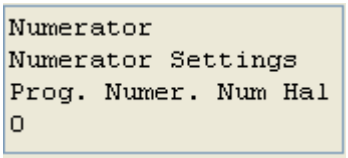
Parameter Name	Setting Range	Default
Mess. Show Numerator	NO YES	NO
Send some messages on numerator like DO and so on		

- Numerator → Numerator Settings → Start Floor Numerat.



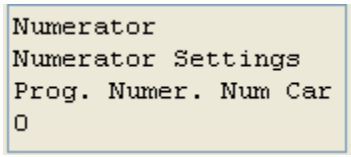
Parameter Name	Setting Range	Default
Start Floor Numerat.	0 to 8	0
This parameter determines the number of the floor start. If Start Floor Numerat = 1, after the completion of the ground and underground floors, the first floor is displayed as 2nd)		

- Numerator → Numerator Settings → Prog. Numer. Num Hal



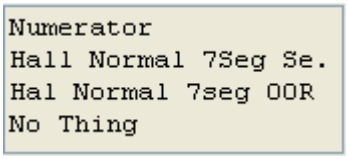
Parameter Name	Setting Range	Default
Prog. Numer. Num Hal	0 to 32	0
Total number ground and underground floors for floor displays		

- Numerator → Numerator Settings → Prog. Numer. Num Cabin



Parameter Name	Setting Range	Default
Prog. Numer. Num Cabin	0 to 32	0
Total number ground and underground floors for cabin display		

- Numerator → Hall Normal 7Seg Se. → Hal Normal 7seg 00R



Parameter Name	Setting Range	Default
Hal Normal 7seg 00R	0 1 2 3 4 5 6 7 8 9 1. 2. 3. 4. 5. 6. 7. 8. 9. A b C d E F G H J L N o P q r t U y - No Thing	No Thing
Define the index of the right- hand floor display in stop 00 If the line H needs to be turned on use digits with points, use the same as (1.), in these project use Hall Num For Cabin from the menu and adjust the cabin display index separately.		

- Numerator → Hall Normal 7Seg Se. → Hal Normal 7seg 00L

```
Numerator
Hall Normal 7Seg Se.
Hal Normal 7seg 00L
No Thing
```

Parameter Name	Setting Range	Default
Hal Normal 7seg 00R	0 1 2 3 4 5 6 7 8 9 1. 2. 3. 4. 5. 6. 7. 8. 9. A b C d E F G H J L N o P q r t U y - No Thing	No Thing
Define the index of the left-hand floor display in stop 00		

- Numerator → Hall Normal 7Seg Se. → Hal Normal 7seg 31R

```
Numerator
Hall Normal 7Seg Se.
Hal Normal 7seg 31R
No Thing
```

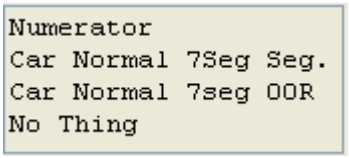
Parameter Name	Setting Range	Default
Hal Normal 7seg 31R	0 1 2 3 4 5 6 7 8 9 1. 2. 3. 4. 5. 6. 7. 8. 9. A b C d E F G H J L N o P q r t U y - No Thing	No Thing
Define the index of the right-hand floor display in stop 31		

- Numerator → Hall Normal 7Seg Se. → Hal Normal 7seg 31L

```
Numerator
Hall Normal 7Seg Se.
Hal Normal 7seg 31L
No Thing
```

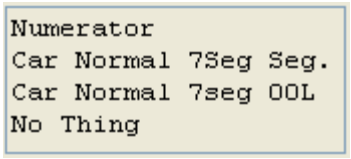
Parameter Name	Setting Range	Default
Hal Normal 7seg 31L	0 1 2 3 4 5 6 7 8 9 1. 2. 3. 4. 5. 6. 7. 8. 9. A b C d E F G H J L N o P q r t U y - No Thing	No Thing
Define the index of the left-hand floor display in stop 31		

- Numerator → Cabin Normal 7Seg Se. → Car Normal 7seg 00R



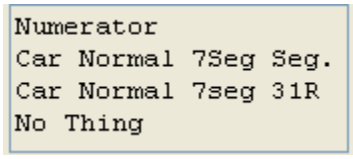
Parameter Name	Setting Range	Default
Cabin Normal 7seg 00R	0 1 2 3 4 5 6 7 8 9 1. 2. 3. 4. 5. 6. 7. 8. 9. A b C d E F G H J L N o P q r t U y - No Thing	No Thing
Define the index of the right-hand floor display in stop 00		

- Numerator → Cabin Normal 7Seg Se. → Car Normal 7seg 00L



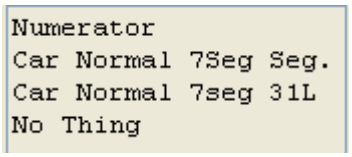
Parameter Name	Setting Range	Default
Cabin Normal 7seg 00L	0 1 2 3 4 5 6 7 8 9 1. 2. 3. 4. 5. 6. 7. 8. 9. A b C d E F G H J L N o P q r t U y - No Thing	No Thing
Define the index of the left-hand floor display in stop 00		

- Numerator → Cabin Normal 7Seg Se. → Car Normal 7seg 31R



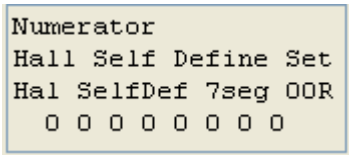
Parameter Name	Setting Range	Default
Cabin Normal 7seg 31R	0 1 2 3 4 5 6 7 8 9 1. 2. 3. 4. 5. 6. 7. 8. 9. A b C d E F G H J L N o P q r t U y - No Thing	No Thing
Define the index of the right-hand floor display in stop 31		

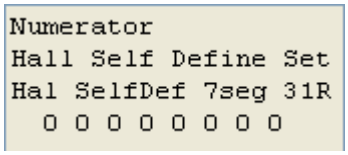
- Numerator → Cabin Normal 7Seg Se. → Cabin Normal 7seg 31L



Parameter Name	Setting Range	Default
Cabin Normal 7seg 31L	0 1 2 3 4 5 6 7 8 9 1. 2. 3. 4. 5. 6. 7. 8. 9. A b C d E F G H J L N o P q r t U y - No Thing	No Thing
Define the index of the left-hand floor display in stop 31		

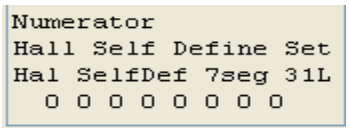
- Numerator → Hall Self Define Set → Hall SelfDef 7Seg 00R to 31R

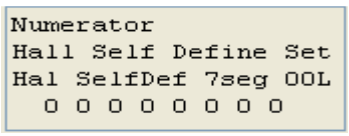




Parameter Name	Setting Range	Default
To Hall SelfDef 7Seg 00R Hall SelfDef 7Seg 31R	11111111 To 00000000	00000000
Define the index of the right-hand floor display in Self define. You can also use Self Define if you need to define a specific code.		

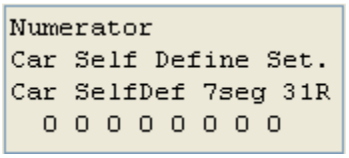
- Numerator → Hall Self Define Set → Hall SelfDef 7Seg 00L to 31L

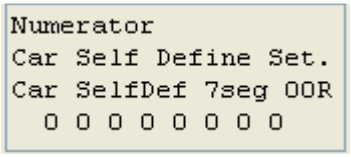




Parameter Name	Setting Range	Default
To Hall SelfDef 7Seg 00L Hall SelfDef 7Seg 31L	11111111 To 00000000	00000000
Define the index of the left-hand floor display in Self define. You can also use Self Define if you need to define a specific code		

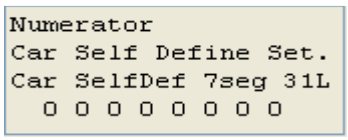
- Numerator → Cabin Self Define Set. → Car SelfDef 7Seg 00R to 31R

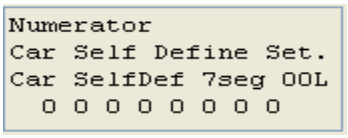




Parameter Name	Setting Range	Default
To Cabin SelfDef 7Seg 00R Cabin SelfDef 7Seg 31R	11111111 To 00000000	00000000
Define the index of the right-hand cabin numerator in Self define. You can also use Self Define if you need to define a specific code		

- Numerator → Cabin Self Define Set. → Car SelfDef 7Seg 00L to 31L





Parameter Name	Setting Range	Default
To Cabin SelfDef 7Seg 00L Cabin SelfDef 7Seg 31L	11111111 To 00000000	00000000
Define the index of the left-hand cabin numerator in Self define. You can also use Self Define if you need to define a specific code		

Horizontal Selector → Slow Down Flag Numb

- Horizontal Selector → Slow Down Flag Numb. → Default Slow Down

```
Horizontal Selector
Slow Down Flag Numb.
Default Slow Down
All First Pulse
```

Parameter Name	Setting Range	Default
Default Slow Down	to All Second Pulse All First Pulse	All First Pulse
Determine the default driving flags of all floors in magnet driving mode (CF3)		

- Horizontal Selector → Slow Down Flag Numb. → Sl.Dn.Flag Num. 8To1

```
Horizontal Selector
Slow Down Flag Numb.
Sl.Dn.Flag Num. 8To1
  1 1 1 1 1 1 1 1
```

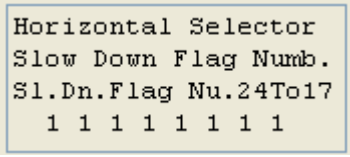
Parameter Name	Setting Range	Default
Sl.Dn.Flag Num. 8To1	11111111 to 22222222	11111111
Determine the driving flags (first or second flags) in floors 1 to 8		

- Horizontal Selector → Slow Down Flag Numb. → Sl.Dn.Flag Nu. 16To9

```
Horizontal Selector
Slow Down Flag Numb.
Sl.Dn.Flag Nu. 16To9
  1 1 1 1 1 1 1 1
```

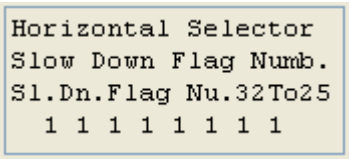
Parameter Name	Setting Range	Default
Sl.Dn.Flag Nu. 16To9	11111111 to 22222222	11111111
Determine the driving flags (first or second flags) in floors 9 to 16		

- Horizontal Selector → Slow Down Flag Numb. → Sl.Dn.Flag Nu. 24To17



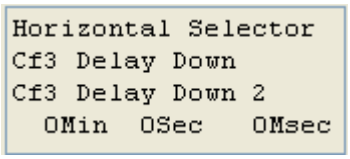
Parameter Name	Setting Range	Default
Sl.Dn.Flag Nu. 24To17	11111111 to 22222222	11111111
Determine the driving flags (first or second flags) in floors 17 to 24		

- Horizontal Selector → Slow Down Flag Numb. → Sl.Dn.Flag Nu. 32To25



Parameter Name	Setting Range	Default
Sl.Dn.Flag Nu. 32To25	11111111 to 22222222	11111111
Determine the driving flags (first or second flags) in floors 25 to 32		

- Horizontal Selector → 1cf Delay Up → 1cf Delay Up Total



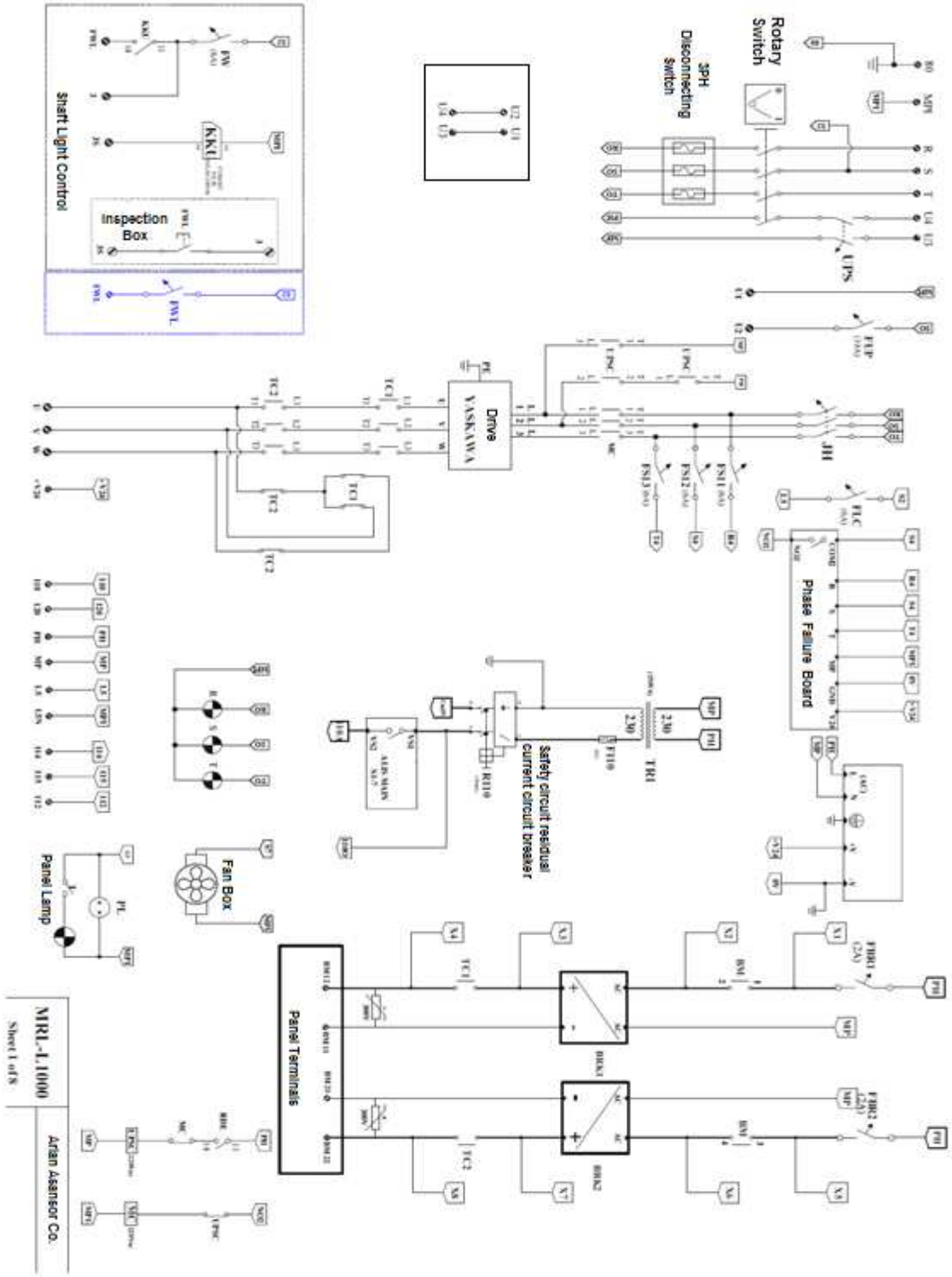
Parameter Name	Setting Range	Default
1cf Delay Up Total	0M 0S 0ms to 0M 5S 0ms	0M 0S 0ms
Applying a delay in magnet driving mode (CF3) if all upward cabin floors do not reach the floor level with the same distance.		

- Horizontal Selector → 1cf Delay Down → 1cf Delay Down Total

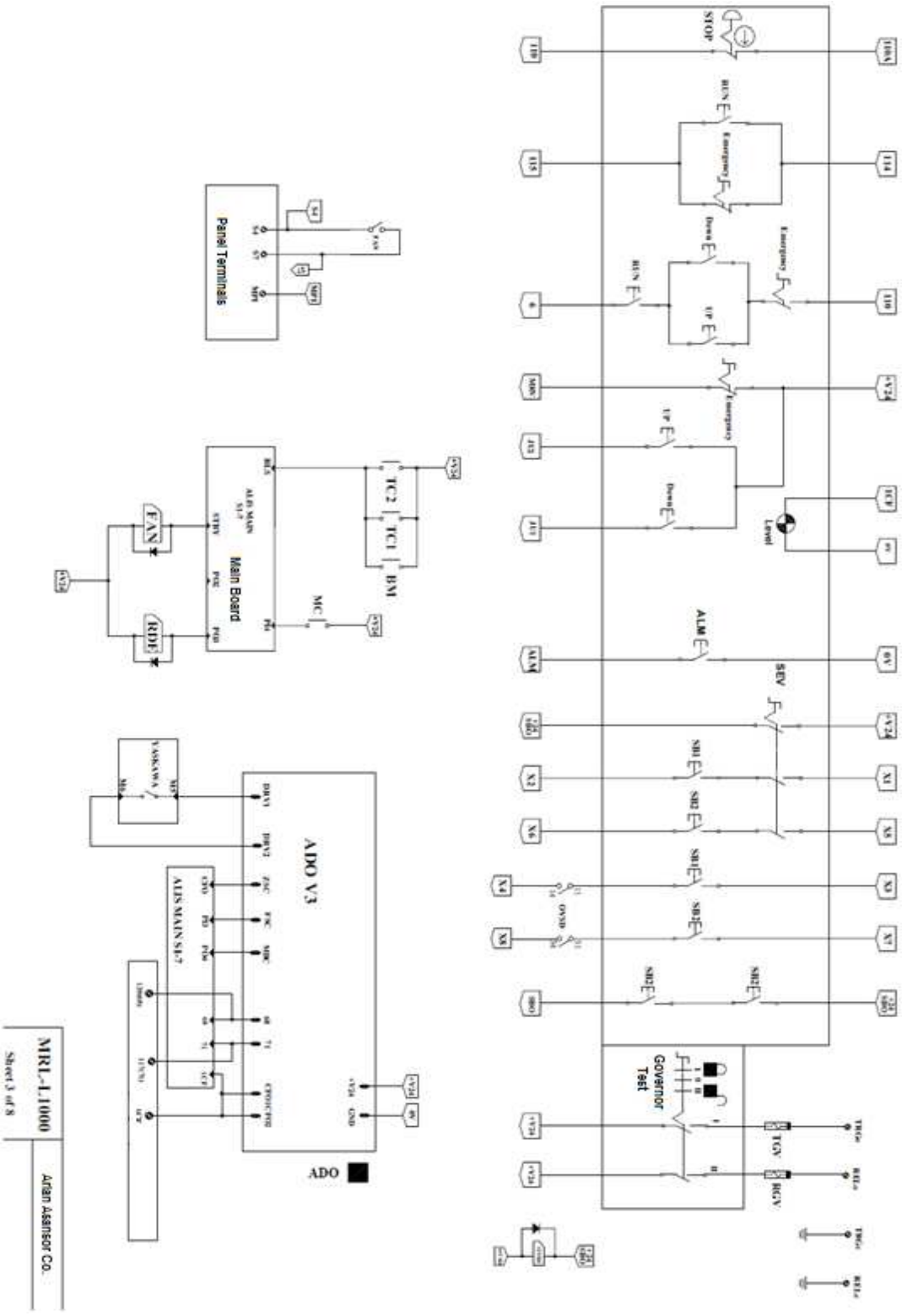
```
Horizontal Selector
1cf Delay Down
1cf Delay Down Total
  0Min  0Sec   0Msec
```

Parameter Name	Setting Range	Default
1cf Delay Down Total	0M 0S 0ms to 0M 5S 0ms	0M 0S 0ms
Applying a delay in magnet driving mode (CF3) if all downward cabin floors do not reach the floor level with the same distance.		

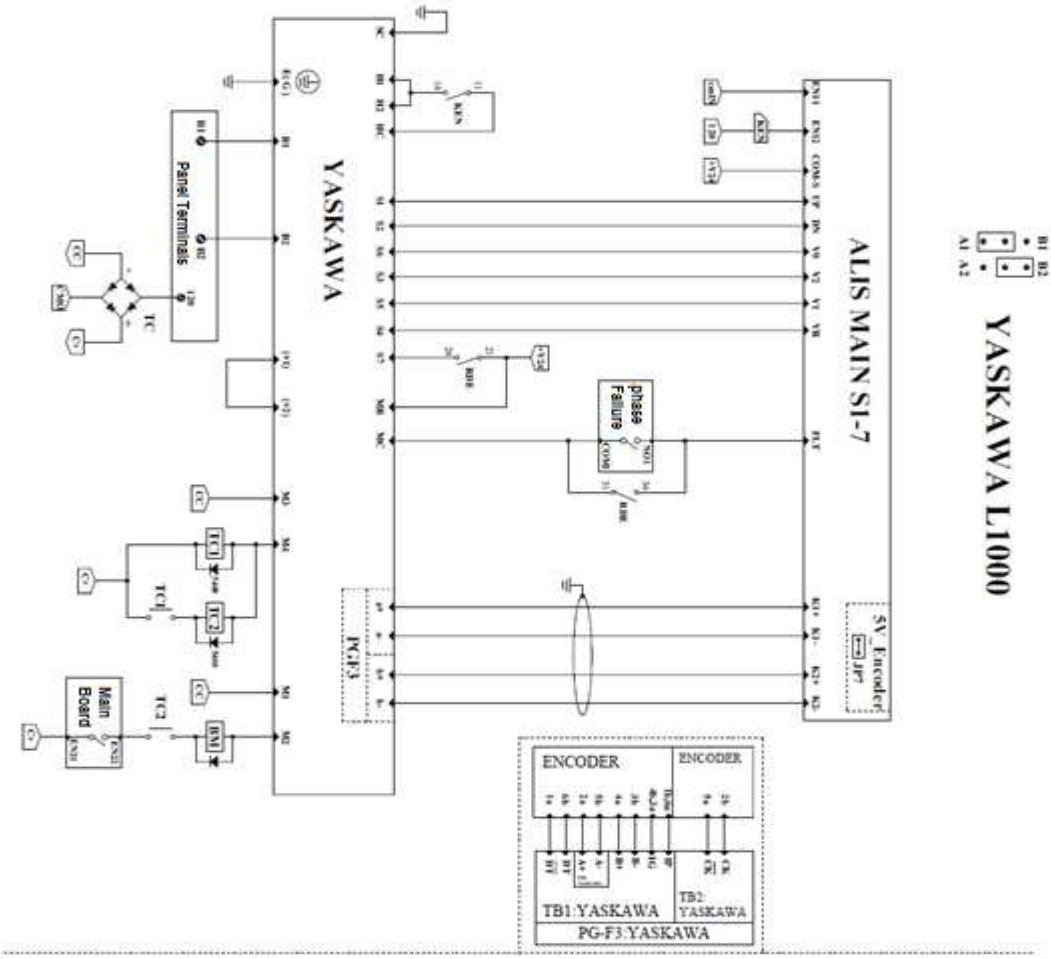
Gearless panels drawings

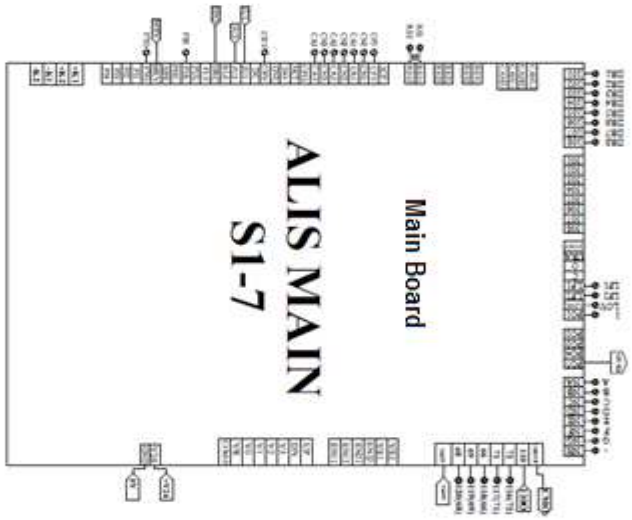


Arian Lift Control Panels for ALIS product



Arian Lift Control Panels for ALIS product





MRL-L1000
Sheet 4 of 8
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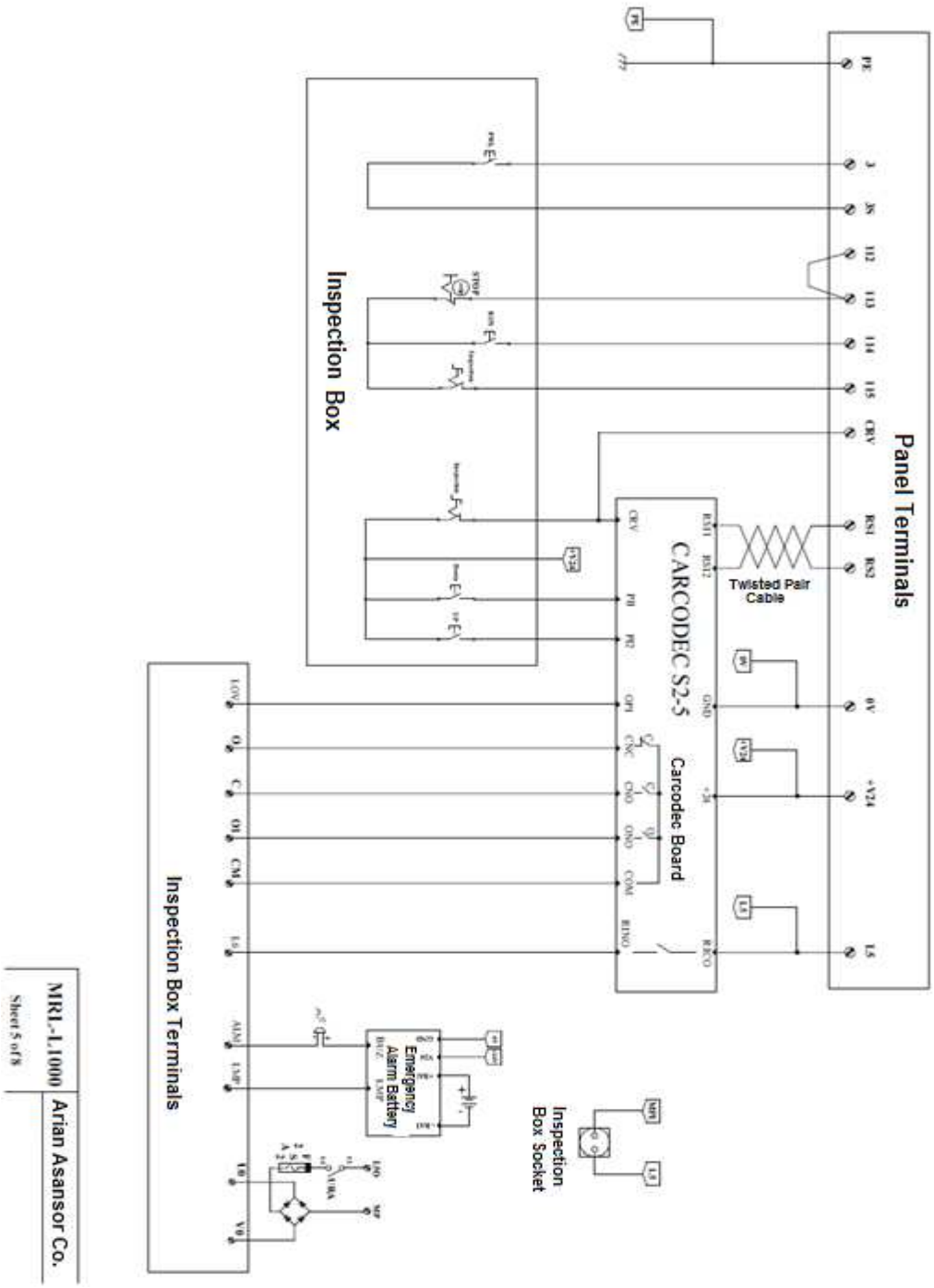
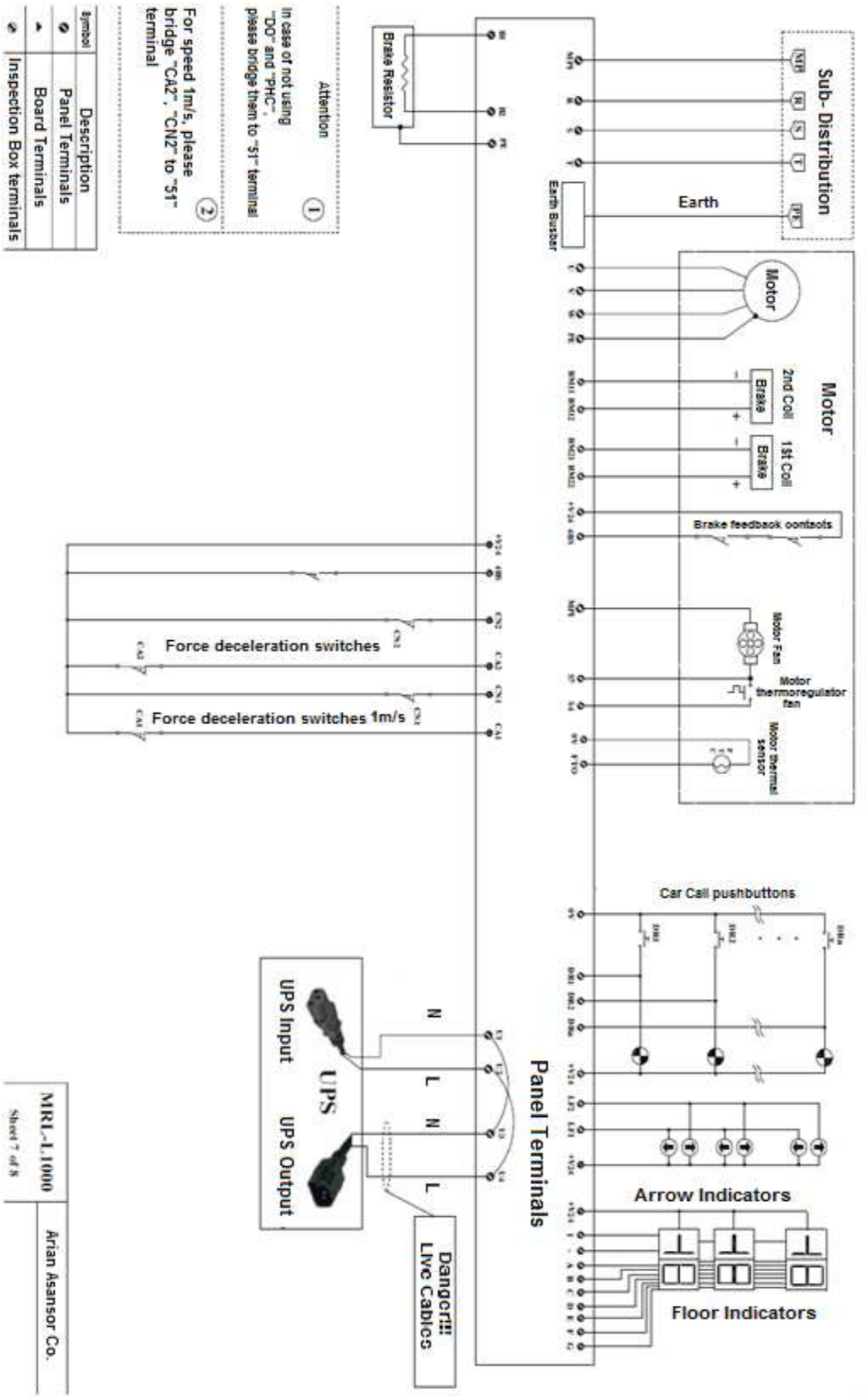
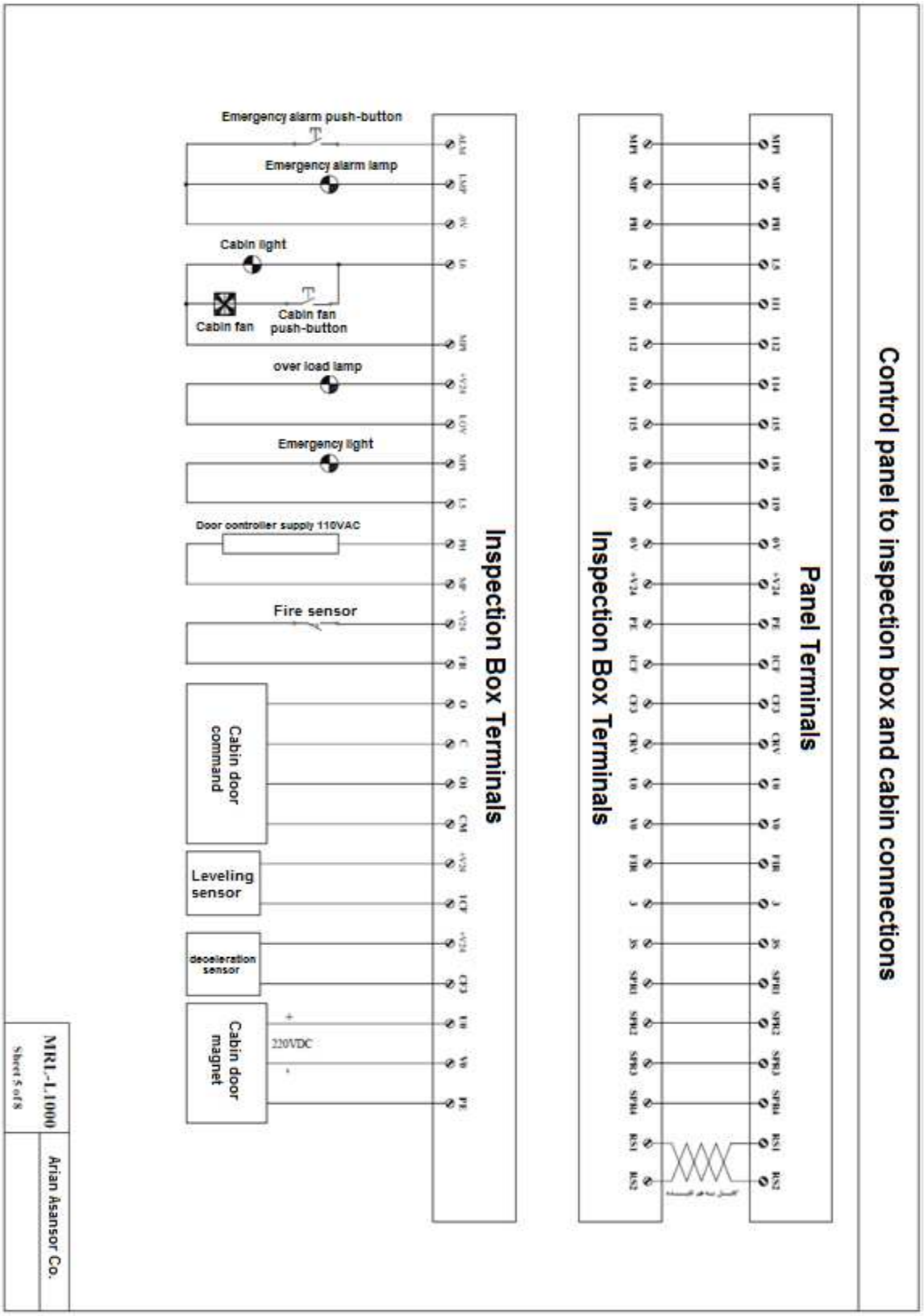
Arian Lift Control Panels for ALIS product



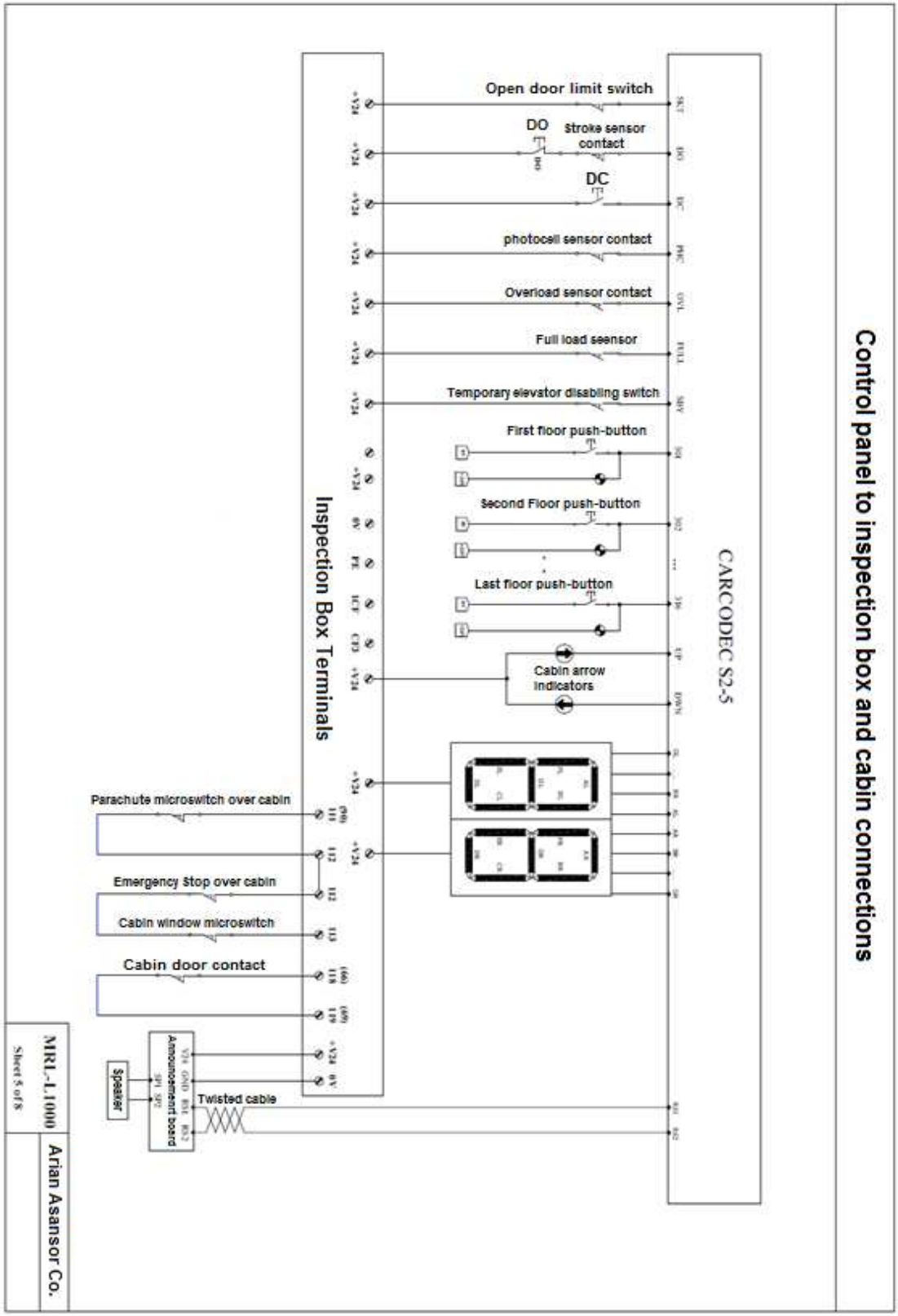
Arian Lift Control Panels for ALIS product



Arian Lift Control Panels for ALIS product



Arian Lift Control Panels for ALIS product



CARCODEC revision box installation manual

1- Please remove +24, GND and RS1, RS2 from CARCODEC, so that CARCODEC board stay safe in case of shock occurrence during installation.
2- If you do not use PHC And Do terminal bridge them to +24 terminal, otherwise main board displays DO/KP WARNING error.
3- Please if possible connect RS1 and RS2 to main board panels using two cords.
4- CARCODEC board numerator outlet is ground that should be connected to an anode shared numerator. Here, +24 direct volt is bridged to all numerators with their ground input connected to main board terminals.

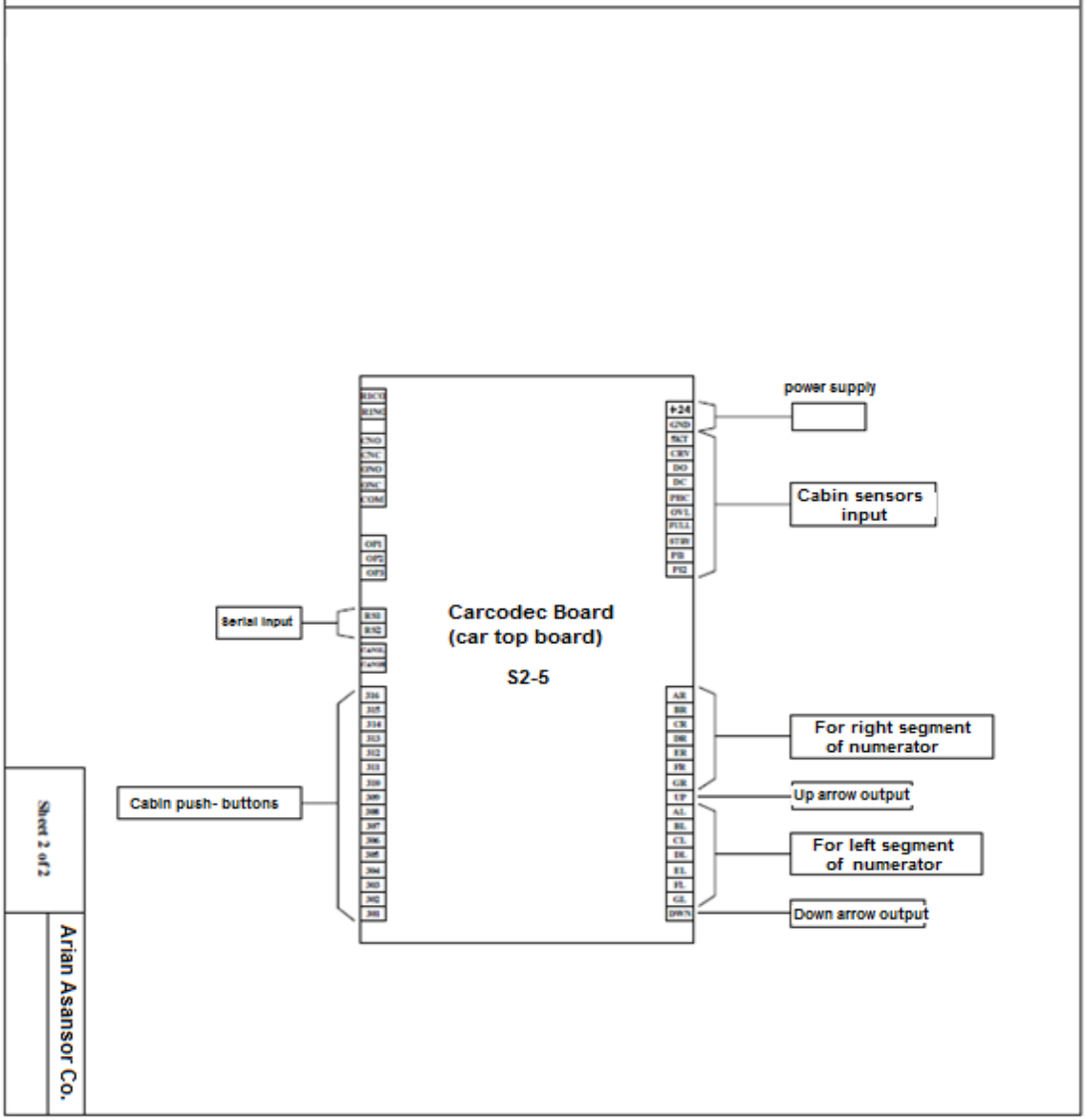
* Inspection Box Installing Guid *

1. Please remove "+24", "GND" and "Rs1", "RS2" terminal for initial setting up in order to not getting damaged in case of short circuit

2. In case of not using "Do", "PHC" inputs, bridge them to "+24" terminal. otherwise the panel main board will display "DO/KP WARNING"

3. It's suggested that connect "RS1" and "RS2" terminals to main panel terminals via twisted cable.

4.Car top board numerator outputs switch "GND" and should be connected to common anode numerator. Thus bridge "+24V" to all numerators and the car top board will switch GND.



Arian Lift Control Panels for ALIS product