

ELEVATOR CAB DOOR MONITORING

EXISTING CODE REQUIRED SAFETY UPGRADE

A17.3* code requires that all existing elevators are equipped with an additional cab door monitoring system and logic. A17.3 code for existing elevators implements safety enhancements retroactively.

Code for new elevators has included this cab door safety feature for many years. Additional system sensors and logic ensures that the elevator will not operate with faulty door contacts.

BENEFITS OF UPGRADE:

- > Enhances Safety for Riding Public
- > Provides Code Required Operation
- > Designed for Compatibility with Older Elevators
- > Typical Install is Less than a Week Per Elevator

CAB DOOR MONITORING UPGRADE:

- > New Logic System & Boards
- > New Cab Door Sensors
- > New Power Supply
- > New NEMA 1 Cabinet
- > Updated Software / Logic
- > Regulatory and A17.3 Compliance
- > A17.3 Code Year 2015

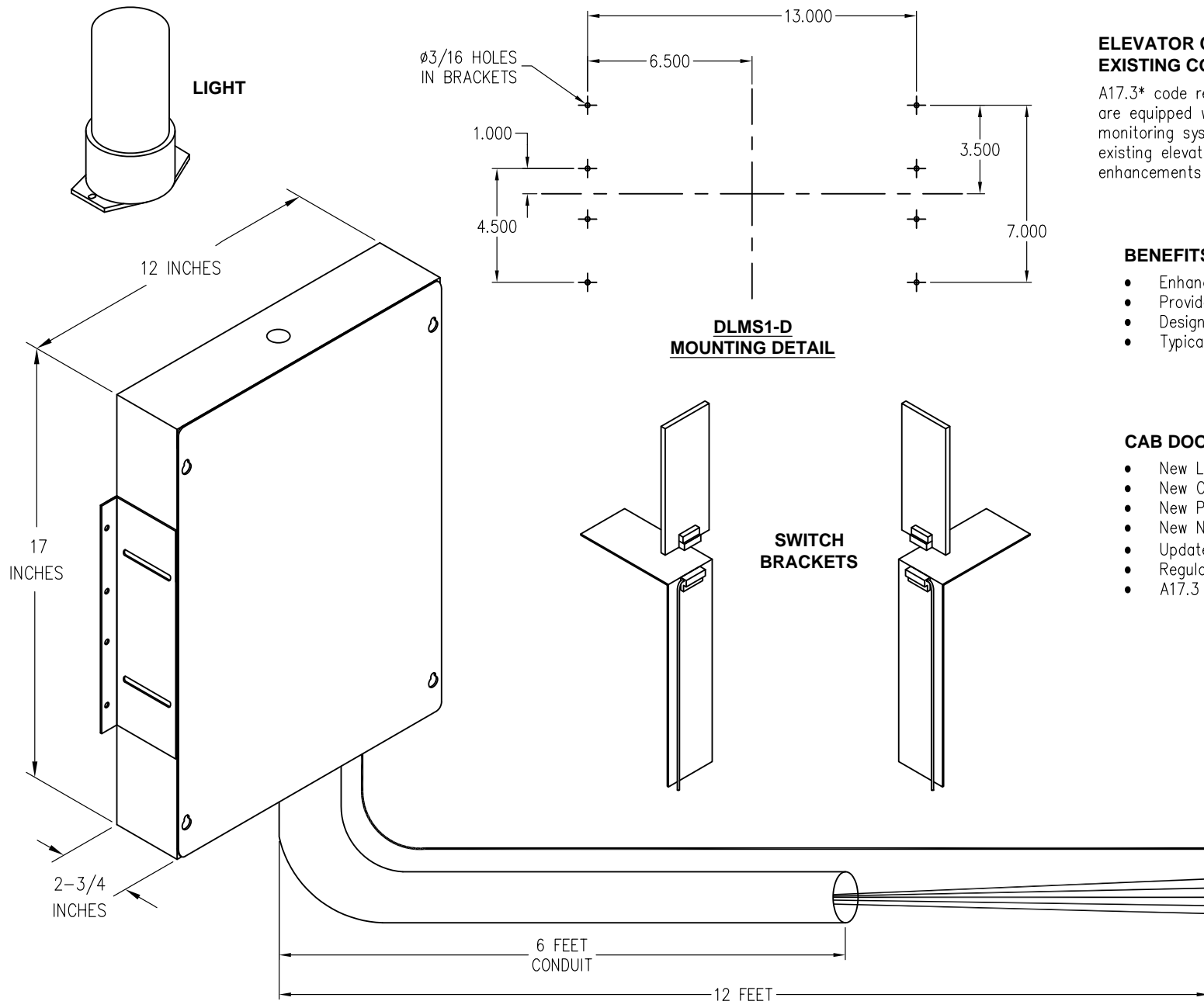


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DLMS1-D

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ACCESSORIES



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TO ORDER: DLMS1-D

Phase List

OK == Normal operation. No issue detected.

1A == Error detected within door lock or gate circuit. Doors Open output active.

1B == Error Mode. Stop (Run deactivated), Door Open, and Amber light flashing.

1C == Double Check Part 1, waiting for doors closed. Error was cleared.

1D == Double Check Part 2, waiting for doors open. Door Open output active.

2A == Inspection Mode activated.

2B == Fire Phase 2 activated.

Resetting the Hardware

Press and hold the green “Reset Button” on the main board until “RB” is displayed then release.

Note: Removing power will not reset the state of operation.

Loading New Code

Insert USB stick, with proper code, into the USB port on the main board. If “LC” displays, the load is complete. If “ND” is displayed, no data was transferred indicating an error. Remove the USB stick if an error occurred, try again.

Installation Notes

Note1: Inverting the input using DIP switch S2 will not change the state of the LED.

Note2: If the car does not have rear doors, inputs 3, 4, 7, and 8 of input board 1 should all be inverted.

Note3: Only 1 door zone contact is needed for operation

Note4: If the car does not have access or inspection, the unit will work without.

Note5: If the car has rear doors and the door locks are in series, jumper inputs 2 and 4 of input board 1 together.

Final Testing Procedure

ALL TESTING MUST BE CONDUCTED WITH PROPER BARRICADING OF ENTRANCES, AND ABSOLUTE CONTROL OF THE ELEVATOR.



TESTING REQUIRES THE TEMPORARY DEFEATING OF CRITICAL CIRCUITS WITHIN THE DOOR AND GATE SYSTEM.

POSSIBILITY OF ELEVATOR MOVEMENT WITH OPEN DOORS EXISTS DURING TESTING IF A CIRCUIT IS WIRED INCORRECTLY.

Test 1:

1. Place the car on normal operation at a landing.
2. With no calls registered, let the doors (car & hoist way) close.
3. With the car at idle (*not moving*), temporarily defeat the door lock circuit in the controller.
This will have no immediate effect as the doors and gates are already closed.
4. Register a hall call. Upon opening of the doors the DLM system will show a fault and flash the strobe indicating something is wrong.
5. Make an additional attempt for the car to leave the floor with the door lock defeated. THE CAR SHOULD NOT LEAVE THE FLOOR. The car shall shut down and doors remain in the open position.
6. Return the car to normal (undefeated), ensure the DLM system clears and returns the car back to normal operation. The cube should read 'OK'.

Test 2:

Repeat the same steps, as outlined in test 1, for all door locks that may be isolated from one another (*Bottom Landing, Top Landing, Intermediate Landings*). Ensure that any door lock in the system will stop operation of the elevator with a defeated interlock.

Test 3:

Repeat the same steps as outlined in test 1 but defeat the car gate switch contact instead of the door lock.

Test 4:

Place elevator in Top of Car Inspection. Ensure that you can operate the elevator while in Top of Car Inspection with doors and/or gate defeated for service purposes. Repeat for Fire Phase 2.