

**ODC6 MICROPROCESSOR  
LIFT CONTROL SYSTEM**

**ACE Lifts Ltd**  
**Units 4 & 5, St Ives Way**  
**Sandycroft, Flintshire**  
**CH5 2QS U.K.**  
**Tel: 01244 525 999**  
**Fax: 01244 520 707**

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NOTICE, TECHNICAL DATA DESCRIBED IN THIS MANUAL***

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# Quick Start Guide

**This section is designed to rapidly assist the engineer in putting the A.C.E. ODC controlled lift into service with the minimum of delay**

**The ODC is only used on Normal operation (i.e. disabled on Test / Inspection)**

With the lift at the lowest level with doors closed, the following leds must be illuminated for correct operation.

<b>(GL)</b>	<b>Gate Locks Made</b> – <i>Safe to travel</i>
<b>(DZ)</b>	<b>In Door Unlocking Zone</b> – <i>At floor level (tape head levelling signals)</i>
<b>(DOL)</b>	<b>Door Open Limit Made</b> – <i>Closed door sequence correct</i>
<b>(LAR)</b>	<b>Primary Safety Circuit/Test Switch OK</b> – <i>Ready for normal service</i>
<b>(BFR)</b>	<b>Bottom Floor Reset Operated</b> – <i>Synchronises selector to bottom</i>

**(BFR)** and **(TFR)** should never be illuminated simultaneously.

Upon powering up, if the lift is away from the bottom floor, it will always attempt to “dive” and seek the bottom terminal floor

In order to travel it requires **(LAR)** **(GL)** **(DOL)**.

**(BFR)** causes the MPU (Microprocessor Unit) to place the lift on low speed

While on low speed, **(DZ)** causes the MPU to stop the lift at door zone

Once at the bottom, provided it has **(DZ)** it will cycle the doors and check the operation of the limits and gate lock, only if all is well, will it then go into service.

Note: All inputs are opto-isolated for improved noise immunity

## **TEXT LOGGER**

### **USING THE LOGGER**

The logger display will clear after a period of inactivity.

If the screen is blank, press any button to display the last fault

Press the DN button to step back through the faults / events  
Each logger entry is numbered to aid fault finding

Next to the log entry will be the floor at which the fault / event occurred

### **CLEARING THE LOGGER**

To clear the log press CLR followed by ENT

## **FUSES**

Please replace fuses with exact type and rating to ensure continued protection and to comply with relevant health and safety legislation

Fuses marked 'FxA' are of quick blow type e.g. F1A

Fuses marked 'TxA' are of anti-surge type e.g. T1A  
(transformers / capacitor inrush current)

### **On board fuse FS1 is rated at T2A (2A anti-surge)**

The motor control panel is now fitted with re-settable circuit breakers.

## **DIAGNOSTIC LEDS**

9V green led (MPU supply) should be lit at all times  
This indicates supply present to the onboard logic

Every input and output has a tell tale led to indicate its status

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# **MICROPROCESSOR COLLECTIVE LIFT CONTROL SYSTEM**

## **THE OCTAL DOWN COLLECTIVE 6 UNIT**

### **INTRODUCTION**

ACE Lifts Ltd (formerly Artisan Control Equipment Ltd) has designed their new Octal Down Collective 6 (ODC6) using today's modern proven technology.

Besides its standard features (e.g. is suitable for hydraulic single-speed and 2 speed installations), it also has "extra features" as STANDARD.

These include recognising a stuck push button, an LED indicator for each incoming and outgoing signal, besides an optional display allowing some present and past events of the lift and the latter can be displayed without interrupting normal lift service.

This service is economical for the customers, who can also be assured of its reliability and ease of use, and that it meets all safety requirements.

## OPERATING INSTRUCTIONS

The Octal Down Collective lift control system is easy to use: -

- 1) Check all external wiring is correct and switch controller on.
- 2) Shortly the lift will travel to the bottom floor (it is Programmed to seek the bottom floor reset limit switch) when it is in the "door zone".

If the lift does not realize it is at the bottom floor, it will seek the Top Floor Reset limit switch. When the lift reaches either the top or bottom floor it is ready for action.

## OPERATING PROBLEMS

If the lift does not reset to prepare for normal service, the following should be checked: -

- 1) Ensure the green LED on the microprocessor unit (marked **PWR**) is illuminated
- 2) If not, check fuse on motherboard (FS1) - if not, check fuse at motor panel section also ensure LAR relay energised
- 3) With the lift at floor level when doors are closed but not at a terminal floor, the following red LED's at the top of the panel should be lit up:-

Number 3	(GL)	Gate Locks
Number 13	(DZ)	Door Zone
Number 8	(DOL)	Door Open Limit
Number 1	(LAR)	Primary Safety Circuit/Test Switch

If these LED's do not show, investigate at the Motor Panel section.

Please Note:

Number 16 (BFR) and Number 9 (TFR) should **not** be illuminated simultaneously.

- 4) The "DN" Relay on the panel is operated by the microprocessor to move the lift in the down direction, and the "UP" relay for the up direction.

"HSR" should operate the high-speed relay with either "UP" or "DN". If both "HSR" and "UP" or "DN" is energised and the lift does not move, investigations should be carried out at the motor panel section

## **RELAYS ON THE MOTHERBOARD**

There are 8 pilot relays on the motherboard (see microprocessor connections drg) with a corresponding LED , which illuminates whenever the relay is energised.

**DO** Door Open Pilot Relay (POWER DOORS)

Energises to pilot doors to open.

**DC** Door Close Pilot Relay (POWER DOORS)

Energises to pilot doors closed.

**HSR** High Speed Pilot Relay

Energises on start for high speed.  
De-energises to slow the lift into floor.

**LST** Low Speed Buffer Resistor Pilot Relay

Energises low speed. (this relay has multiple uses)

**UPR** Up Pilot Relay

Energises to start lift and run in the up direction.

**DNR** Down Pilot Relay

Energises to start lift and run in the down direction.

**BKT** Brake Release Timer Relay (VVVF OPTION)

The relay contact controls terminal "BKT".

**MCT** Motor Contactor Timer Relay (VVVF OPTION)

The relay contact controls terminal "MCT".

(The above relays are pilot relays. Power, Interlocking, Safety, sequential proving, interlocking and power are handled at the Motor Panel Section).

**IU** Up Direction Indicator Relay

The relay contact controls terminal "IU".

**ID** Down Direction Indicator Relay

The relay contact controls terminal "ID".

## **STANDARD OPERATION**

1) Car Calls are taken in the order of the floors, without regard to the order entered. When it reaches the correct floor this call is cancelled.

2) Hall Call Door Re-open - Operating a hall call push at the same floor where the lift is standing will re-open the doors, provided that the lift is not committed to travel in the opposite direction to that of the hall call.

3) Call Push "Stuck" Mode means the button must be released and operated again to initiate the call if a button becomes stuck.



## MOTHERBOARD INPUTS AND OUTPUTS

### INPUTS

LAR Lift Available Relay  
DCP Door Close Push  
GL Gates Locked  
DOP Door Open Push  
SE Safety Edge  
BB Beam Broken  
DCL Door Close Limit  
DOL Door Open Limit

### OUTPUTS

DO Door Open Pilot Relay  
**DC\*** Door Close Pilot Relay  
HSR High Speed Pilot Relay  
LSC Low Speed Buffer Pilot Relay  
DNR Down Pilot Relay  
UPR Up Pilot Relay  
**BKT Brake Release Timer\***  
**MCT Motor Contactor Release Timer\***  
IU Indicator Up  
ID Indicator Down

### **TB2 Common Input TN**

TFR Top Floor Reset  
UP Lift Moving Up  
SSR Special Service Relay  
FS Fire Service  
DZ Door Zone  
SS Selector Step  
DN Lift Moving Down  
BFR Bottom Floor Reset

### **TB2 Common Input TN**

### **TB8-1 DIR Ind / **BKT+MCT** Supply**

Pos1 Lift Position Indicator 1  
Pos2 Lift Position Indicator 2  
Pos3 Lift Position Indicator 3  
Pos4 Lift Position Indicator 4  
Pos5 Lift Position Indicator 5  
Pos6 Lift Position Indicator 6  
Pos7 Lift Position Indicator 7  
Pos8 Lift Position Indicator 8

### **TB8-2 Position Indicator Supply**

**\* = VVVF OPTION**

**DC\* = GOR when configured for manual doors**

**INPUT / OUTPUT BOARD (Down Collective MODE)**

**INPUTS**

**OUTPUTS**

*TB1-8	Landing Push Up 1	*TB1-8	Landing Up Call Acc 1
*TB1-1	Landing Push Dn 2	*TB1-1	Landing Dn Call Acc 2
*TB1-2	Landing Push Dn 3	*TB1-2	Landing Dn Call Acc 3
*TB1-3	Landing Push Dn 4	*TB1-3	Landing Dn Call Acc 4
*TB1-4	Landing Push Dn 5	*TB1-4	Landing Dn Call Acc 5
*TB1-5	Landing Push Dn 6	*TB1-5	Landing Dn Call Acc 6
*TB1-6	Landing Push Dn 7	*TB1-6	Landing Dn Call Acc 7
*TB1-7	Landing Push Dn 8	*TB1-7	Landing Dn Call Acc 8
<b>*TB2</b>	<b>Common Input TN</b>	<b>*TB6</b>	<b>Indicator Supply (IF)</b>

**MOTHERBOARD (Down Collective MODE)**

TB4-8	Call Push 1	TB11-1	Call Acc 1
TB4-7	Call Push 2	TB11-2	Call Acc 2
TB4-6	Call Push 3	TB11-3	Call Acc 3
TB4-5	Call Push 4	TB11-4	Call Acc 4
TB4-4	Call Push 5	TB11-5	Call Acc 5
TB4-3	Call Push 6	TB11-6	Call Acc 6
TB4-2	Call Push 7	TB11-7	Call Acc 7
TB4-1	Call Push 8 / ER (Hyd)	TB11-8	Call Acc 8
<b>TB5</b>	<b>Common Input TN</b>	<b>TB10</b>	<b>Indicator Supply (IF)</b>

FOR HYDRAULIC LIFT APPLICATIONS: -

Car Push 8 replaced by ER (EMERGENCY RETURN)

## INPUT / OUTPUT BOARD (APB MODE)

### INPUTS

*TB1-1	Unused
*TB1-2	Unused
*TB1-3	Unused
*TB1-4	Unused
*TB1-5	Unused
*TB1-6	Unused
*TB1-7	TFL (Hydraulic)
*TB1-8	Unused
<b>*TB2</b>	<b>Common Input TN</b>

### OUTPUTS

*TB7-1	Unused
*TB7-2	Unused
*TB7-3	LPF (Car Preference)
*TB7-4	Unused
*TB7-5	Unused
*TB7-6	Unused
*TB7-7	Unused
*TB7-8	Unused
<b>*TB6</b>	<b>LPF Supply (MIS)</b>

## MOTHERBOARD (APB MODE)

TB4-8	Call Push 1	TB11-1	Call Acc 1
TB4-7	Call Push 2	TB11-2	Call Acc 2
TB4-6	Call Push 3	TB11-3	Call Acc 3
TB4-5	Call Push 4	TB11-4	Call Acc 4
TB4-4	Call Push 5	TB11-5	Call Acc 5
TB4-3	Call Push 6	TB11-6	Call Acc 6
TB4-2	Call Push 7	TB11-7	Call Acc 7
TB4-1	Call Push 8 / ER (Hyd)	TB11-8	Call Acc 8
<b>TB5</b>	<b>Common Input TN</b>	<b>TB10</b>	<b>Indicator Supply (IF)</b>

FOR HYDRAULIC LIFT APPLICATIONS: -

Car Push 8 replaced by ER (EMERGENCY RETURN)

## **SPECIAL FEATURES OF THE OCTAL DOWN COLLECTIVE**

ACE Lifts have designed this lift control system with various special features to provide ease of use for the engineer, which in turn leads to economical usage for the customer.

Other features have also been designed to pro-long the life of the system and prevent faults developing. These include: -

1) Homing allows the lift to "home" to the main floor, when not in use, if there are no outstanding car or hall calls.

2) Car Call Reject means the lift will only take calls for its proceeding direction. (i.e. not calls behind it) This does not work whilst on the Special Service or Fireman's Control.

3) Full Car Switch WS90 (Optional) means the lift will ignore hall calls, and stop the first car call on its journey. If the lift has not started its journey, and is not in use, the doors will stay open until it registers a car call or a Door Close Switch is set.

4) Car Overloaded WS110 (Optional) When the lift is overloaded the lift will stop with the door open, no car or landing calls will be answered, until enough weight has been removed.

5) Car Only Control (or SSR) is set in motion by the key switch in the lift car. The lift will stop at a floor until its doors open, where it will remain so. All other calls will be stopped, and no other calls will be responded to.

Operation of a car push will cause the doors to close and the lift will travel directly to that floor, where again the doors will park open. If more than one car call is registered, the lift will travel to the nearest car call and the outstanding car calls will be cancelled when the doors are open. The Door Close push is ineffective on Service Control.

6) Fire Control - Artisan Control Equipment paid special attention to this feature, which over rides both the Service Control and Light Ray signal.

The lift is programmed to return to the main floor when the fire switch has been set. All other calls are immediately cancelled and an indicator is lit-up showing the fireman's switch has been operated.

This indicator is cancelled when the lift reaches the main floor, and the lift runs on a "car only" basis. The Fireman can return the lift to normal service, only when at the main floor.

The doors will park open, and the doors will close only with "Constant Pressure" on a car call.

## **ADDITIONAL CONTROL SYSTEM FEATURES**

### **DOOR OPERATION (AUTOMATIC)**

The doors are normally arranged to park closed.

When fully open, momentary operation of any car call push or the Door Close push will cause the doors to close immediately, otherwise the doors will close automatically after a preset interval has elapsed. (See "Door Park Open Time).

The doors will not close, or will immediately return to the fully open position by the operation of the safety edge, Door Open Push or Light Ray contact.

The opening of the doors cannot be prevented by continuous operation of a car push or Door Close push.

The doors are prevented from opening if the lift is not in the "Door Zone".

### **LIGHT RAY CUT-OUT TIMER**

The light ray signal (BB), is ignored after 10 seconds of continuous operation. This is intended to discourage users from standing in the doorway. The safety edge and door open push are still operative.

### **DIFFERENTIAL DOOR TIMING**

The Door Park-Open time (or dwell time), is adjustable by the engineer. (See Door Park Open Time "7SR").

The park open time is shortened if the lift has arrived for a hall call.

This shortened time is cleared by the operation of the Door Open push.

### **HALL CALL DOOR RE-OPEN**

Operating a hall call push at the same floor where the lift is standing will re-open the doors provided that the lift is not committed to travel in the opposite direction to that of the hall call.

### **FIREMANS RECALL**

When the fireman's recall switch has been operated, the lift will always cancel any calls in the system and return to the main fire level, where it will open its doors.

## FAULT / EVENT CODES

The microprocessor system is able to recognise specific events of lift operation.

Up to 63 events can be stores and displayed in the first in first out buffer

## DISPLAYED FAULTS & EVENTS

No Faults

No LAR

\*Gate Lock

No DCL

\*Out Of Zone

Stuck Push

Start Fail

DJR Tripped

TFL Tripped

Fire Service

Car Pref.

G Lock Lo Spd

G Lock Hi Spd

Reset

\* Not Applicable On Hinged Landing Doors

When an event occurs, it is recorded in memory together with the lift position at time of event (where applicable).

ACE Lifts have ensured ease of use for the engineer here by the Event Log Display board showing (in reverse) the events, which have occurred. It also shows the engineer the lift position when the event occurred.

## LOGGER OPERATION

<u>Button</u>	<u>Function</u>
DN	Enables stepping through of the log
CLR	Initiates sequence for clearing of the log
ESC	Allows exiting of current selection
ENT	Confirmation of requested action

To clear the log, press CLR, in response to 'Do You Want To Clear The Log?' Press ENT button, otherwise press ESC to return to the current log data

When the log is being updated 'Please Wait\_' will be displayed and the buttons are temporarily disabled to allow the log update to be completed.

**No Faults** indicates no faults recorded since log was last cleared.

***We recommend that prior to leaving site, the logger be cleared of all faults and events. Inspecting the fault/event log on the next visit will show the faults / events that have occurred since the last visit.***

## **FAULT / EVENT CODE DESCRIPTION**

### **No LAR**

The MPU senses the "LAR" terminal on the Motor Panel Section. Whenever the terminal is not "live", for example due to the stop switch operated, or the lift switched to Maintenance Control. The fault will be displayed.

*The "LAR" terminal being live, depends on:-*

1. Motor Panel control circuit fuse "CCF"
2. Top & bottom final limit switches (over travel)
3. Safety Gear Switch
4. Roof Exit Switch
5. Car Top Stop Switch
6. Car Top Maintenance Switch

### **Gate Lock**

Failure of the gate lock to make prior to travel will result in the fault being displayed.

***A faulty gate lock switch or loose/broken wire could cause this fault.***

### **GL Tip Ls**

Tipping the Gate lock on low speed will cause the lift to stop immediately. After a short delay, the lift will re-start provided that the gate lock has re-made and the fault will be displayed.

***This fault could be caused by some one trying to force the car door open while the lift is moving.***

### **GL Tip Hs**

Tipping the Gate lock on high speed will cause the lift to stop immediately. After a short delay, the lift will re-start provided that the gate lock has re-made and the fault will be displayed.

***This fault could be caused by some one trying to force the car door open while the lift is moving.***

### **No DCL**

The "Door Close Contactor" has been energised for 25 seconds yet the door operator has failed to complete the door closing cycle.

"CC" will be de-energised by the MPU and the doors will be re-opened.

3 attempts will be made to close the doors, after which the doors will park open, hall calls will be cancelled and the fault displayed.

This is additional to the required door motor protection arrangement at the motor panel section.

***This fault, for example, could be caused by an obstruction in the door track.***

### Out Of Zone

The MPU pilots the doors to open by energising its DO Relay, but if the "Door Open Limit" (OC), has not energised. After 15 seconds or the "DZ" signal is not live, the fault is displayed indicating that the lift has stopped outside the door-unlocking zone.

***A gate lock tip on low speed or Low Speed Time Limit time out, for example, could cause this fault.***

### Stuck Push

If a stuck call button is detected then the MPU will display the fault

***This fault could be caused by a faulty push sticking in the energised position or by connecting a push to normally closed instead of the required normally open contacts.***

### Start Fail

After three successive pre-lock failures all car calls will be cancelled, hall calls cancelled and the fault will be displayed.

The doors will park open and will only close again if a car call is registered.

***This feature is intended to reduce unnecessary wear and tear on the door operator resulting from these fault conditions. Possible cause could be broken terminal limit switch (UL/DL) or related wiring problem***

### DJR Tripped

This device shall function if the lift runs for longer than 45 seconds, or time for travelling the full travel, plus 10 seconds, with a minimum of 20 seconds if the full travel time is less than 10 seconds.

***This fault will occur if the lift attempts to travel for longer than the maximum distance run of the lift under normal circumstances plus the safety margin***

**This must only be reset by a qualified engineer.**

### TFL Tripped

This device shall function if the lift breaks the top final limit. Due to the nature of hydraulic control, the lift will sink over time and re-make the limit, and thus hiding the true nature of the fault.

**This must only be reset by a qualified engineer.**

### Fire Service

If the lift is switched to Fire Service the MPU will display the event.

### Car Pref.

If the lift is switched to "Car Only" (or SSR) the MPU will display the event.

### Reset

This will be displayed when the MPU makes an internal reset due to either power interruption (or an external signal problem)



## ODC ADDITIONAL FEATURES

### DJR

The Double Journey Relay is now solely under microprocessor control.

TRACTION When tripped, it will prevent further movement of the lift

HYDRAULIC When tripped, it will stop the lift and return to the lowest level under emergency control

When tripped “DJR CLR=RESET” will be displayed, prompting the engineer to press the CLR logger button in order to reset the DJR condition.

The log entry will then change to “DJR=Tripped” to indicate a DJR reset.

Simply switching the controller off/on will NOT cause the DJR to reset.

### TFL

The Top Final Limit feature is now solely under microprocessor control.

Going through the TFL automatically causes loss of power to the lift.

The nature of hydraulic control causes the lift to sink over time and thus remake the TFL, however, the ODC will require the manual resetting of the TFL condition BEFORE any further controlled movement is possible.

When tripped “TFL CLR=RESET” will be displayed, prompting the engineer to press the CLR logger button in order to reset the TFL condition.

The log entry will then change to “TFL=Tripped” to indicate a TFL reset.

Simply switching the controller off/on will NOT cause the TFL to reset.

#### **Please note:-**

*Clearing of the entire fault log is inhibited when there is either an outstanding DJR or TFL condition, ensuring that these conditions are cleared first.*

*The logger will currently store the latest 62 faults together with the floor level information where appropriate. (The lowest level being 0)*

# ODC6 NEW LOGGER

THE NEW ODC6 NO LONGER USES CONFIGURATION DIP SWITCHES OR POTENTIOMETERS TO ADJUST TIMERS, THESE ARE NOW DONE DIGITALLY VIA THE ONBOARD PROGRAMMER UNIT, WHICH CONSISTS OF AN ALPHANUMERIC LCD AND FOUR BUTTONS (WHOSE FUNCTIONS ARE DISPLAYED ON THE BOTTOM ROW OF THE DISPLAY)

A NEW PROGRAM CHIP WILL HAVE NO CONFIGURATION SET INTO THE EEPROM (NORMALLY CONFIGURED PRIOR TO DESPATCH)

THE SCREEN WILL NORMALLY DISPLAY ACE LIFTS LTD  
NOT CONFIGURED

PRESSING ANY KEY WILL PROMPT FOR THE 4 DIGIT PASSWORD

THE DISPLAY WILL SHOW ENTERPWD:  
NEXT 0 | 1 2

PRESS THE BUTTON UNDER THE APPROPRIATE DIGIT  
FURTHER DIGITS MAY BE OBTAINED BY PRESSING THE NEXT BUTTON EG

ENTERPWD:      ENTERPWD:      ENTERPWD:      ENTERPWD:  
NEXT 0 | 1 2      NEXT 3 4 5      NEXT 6 7 8      NEXT 9 0 |

AFTER ENTERING THE PASSWORD,

## INITIAL PASSWORDS AS DESPATCHED

(These may be changed by the lift engineer at any time)

ADMIN MENU      = 2 5 2 5  
TIMERS MENU     = 8 4 1 6

THE SCREEN WILL SHOW      NUM FLOORS: 7  
NEXT      Esc EDIT

PRESS **EDIT** TO CHANGE THE NUMBER OF FLOORS

## FLOORS

THE SCREEN WILL SHOW      NUM FLOORS: 7  
INC DEC      SAVE

PRESS **INC** OR **DEC** TO ADJUST FLOORS THEN PRESS **SAVE**

THEN PRESS **NEXT** FOR THE DOOR SETTING

# DOORS

OPTIONS ARE **AUTO** / **SEMI-AUTO** / **MANUAL**

PRESS **EDIT** THEN **INC** OR **DEC** TO ADJUST FOLLOWED BY **SAVE**

THEN PRESS **NEXT** FOR THE M2 SETTING (MAIN FLOOR BASEMENT/GROUND)

# M2

OPTIONS ARE **NO (BOTTOM=GROUND)** / **YES (BOTTOM=BASEMENT)**

PRESS **EDIT** THEN **INC** OR **DEC** TO ADJUST FOLLOWED BY **SAVE**

THEN PRESS **NEXT** FOR THE HOMING SETTING

# HOMING

OPTIONS ARE **NO (DISABLED)** / **YES (ENABLED)**

PRESS **EDIT** THEN **INC** OR **DEC** TO ADJUST FOLLOWED BY **SAVE**

THEN PRESS **NEXT** FOR THE HYDRAULIC SETTING

# HYDRAULIC

OPTIONS ARE **NO (DISABLED)** / **YES (ENABLED)**

PRESS **EDIT** THEN **INC** OR **DEC** TO ADJUST FOLLOWED BY **SAVE**

THEN PRESS **NEXT** FOR THE SYSTEM SETTING

# SYSTEM

OPTIONS ARE **APB** / **COLLECTIVE**

PRESS **EDIT** THEN **INC** OR **DEC** TO ADJUST FOLLOWED BY **SAVE**

THEN PRESS **NEXT** FOR THE COLLECTIVE SETTING

# COLLECT

OPTIONS ARE **DN ONLY / UPDN**

PRESS **EDIT** THEN **INC** OR **DEC** TO ADJUST FOLLOWED BY **SAVE**

THEN PRESS **NEXT** FOR THE VVVF SETTING

# VVVF

OPTIONS ARE **OFF / ON**

PRESS **EDIT** THEN **INC** OR **DEC** TO ADJUST FOLLOWED BY **SAVE**

PRESS **Esc** TO RETURN TO MAIN SCREEN

THE SCREEN WILL SHOW **ACE LIFTS LTD**  
**ODC VER X.XX**

\*\*\*\*\*  
**ODC6 IS NOW CONFIGURED FOR USE**  
\*\*\*\*\*

PRESSING ANY KEY WILL NOW ACCESS THE VARIOUS MENUS

**FAULT LOG MENU**  
**NEXT ENT**

**TIMERS MENU**                      **PASSWORD PROTECTED SYSTEM TIMERS (DJR,LST,LSTLR,7SR)**  
**NEXT ENT**                            **\*\*LIMITED ACCESS\*\***

**ADMIN MENU**                        **PASSWORD PROTECTED SYSTEM OPTIONS**  
**NEXT ENT**                            **\*\*FULL ACCESS\*\***

**DEBUG MENU**                        **FACTORY USE ONLY**  
**NEXT ENT**

# FAULT LOG MENU

THE SCREEN WILL SHOW **FAULT LOG MENU**  
**NEXT ENT**

THE SCREEN WILL SHOW **NUM FAULTS: XX**  
**Esc**

# TIMERS MENU (FULL ACCESS VIA ADMIN)

THE SCREEN WILL SHOW **TIMERS MENU**  
**NEXT** **ENT**

PRESSING ENTER WILL PROMPT FOR TIMER MENU PASSWORD

DJR	DOUBLE JOURNEY	DEFAULT SETTING [60s]
LST	BUFFER CONTACTOR	DEFAULT SETTING [02s]
LSTLR	LOW SPEED TIME LIMIT	DEFAULT SETTING [15s]
7SR	DOOR DWELL BEFORE CLOSING	DEFAULT SETTING [07s]
TMR4	NOT CURRENTLY ALLOCATED	DEFAULT SETTING [60s]
TMR5	NOT CURRENTLY ALLOCATED	DEFAULT SETTING [60s]
TMR6	NOT CURRENTLY ALLOCATED	DEFAULT SETTING [60s]
TMR7	NOT CURRENTLY ALLOCATED	DEFAULT SETTING [60s]
TMR8	NOT CURRENTLY ALLOCATED	DEFAULT SETTING [60s]
TMR9	NOT CURRENTLY ALLOCATED	DEFAULT SETTING [60s]

## ADMIN MENU

THE SCREEN WILL SHOW **ADMIN MENU**  
**NEXT** **ENT**

PRESSING ENTER WILL PROMPT FOR TIMER MENU PASSWORD

AVAILABLE OPTIONS ARE:EDIT LIFT CONFIGURATION  
EDIT ALL 10 TIMERS  
GO TO FLOOR VIA  
CHANGE PASSWORDS

## DEBUG MENU **FACTORY USE ONLY**

THE SCREEN WILL SHOW **DEBUG MENU**  
**NEXT** **ENT**

**0 000000** ODZ-GLT-DCL-DOL-MOT-TFL FAULTS  
**NEXT** **Esc**

**1 00 00 00 00** FLTBYTE0 FLTBYTE1 FLTBYTE2 LOGWRSTATE  
**NEXT** **Esc**

**2 0000 0000 0000** DJR-MOT-STC-ODZ DCL-GLT-LAR-PRE RLV-DIR-RST-TFL  
**NEXT** **Esc** HGLT-SGLT-SSR-FSR-DOL-SDZ

# DIAGNOSTICS **FACTORY USE ONLY**

PRESSING THE MIDDLE 2 BUTTONS (up+Esc) ON THE PROGRAMMER WILL TOGGLE THE PROGRAMMER CONNECTION BETWEEN THE ODC6 MICRO AND THE QST9 HOST(IF CONNECTED) , ALLOWING ACCESS TO THE COMMUNICATIONS DIAGNOSTIC SCREENS, SUCH AS COMMS SUCCESS RATES