RISK OF ELECTRIC SHOCK

• Warning..! These operations are to be performed by authorized persons only.
•This equipment should be serviced by qualified personnel only..!
• Risk of injury and electric shock.
• Do not make any connection to inverter when the power is on.
• Do not check components and the signs on the electronic boards while device is running
• To prevent overheat, damage and fire be sure that the environment has sufficient ventilation.
• Do not store and operate the controller at environments with extreme heat, extreme cold, extreme humudity, water, iron dust and dust.
• Observe the instruction described in the instruction manual
• Wait 5 minutes for capacitor discharge after disconnecting power supply.

• Ensure proper earth connection.
• Never connect to AC power to output U, V, W terminals..!
• Attention please gearless motor cannot be started without doing auto-tuning.
• Connect the encoder to the related terminals and enter the encoder model and number of pulses

• After completing the tuning process, it is necessary to confirm that the operation has been completed succesfully by appliying a motion command in both directions in inspection mode. In order to confirm it. It can be seen how much current is consumption during the drive and that is driven stability at the defined speed. If any problem are encountered during the drive, tuning process must be performed again...

NEW FUNCTIONS WHICH ARE COMING WITH EN81-20 (BYPASS MODE)

• The pacco switch is used to bridge safety circuit for maintenance purpose
• The key which has 4 positions can bridges only one part of the safety circuit in same time.
• Position 0 : No bridge in that position.
• Position 1 : 120-130 are bridged. Landing door contacts are bridged for semi-automatic doors.
• Posiiton 2 : 130-135 are bridged. Landing door contacts for automatic door or landing door locks for semi-automatic doors are bridged.
• Position 3 : 135-140 are bridged. Cabin door locks are bridged. Note: To move car in By-pass mode door limit switches must be defined to related inputs and they must be connected.
Elevator can work only inspection mode if the by-pass key position is not 0. The flasher with alarm board which is located under the car is activated when by-pass key is not at position 0
and with car is moved in inspection mode.

Inspection hand terminals

Inspection hand terminals which are located on car roof and in pit are more priority than recall inspection hand terminal. Also, inspection hand terminals have"RUN" button beside (UP and Down) buttons. To run in inspection both direction and run
buttons must be pressed together.If the elevator gets into inspection mode from car roof or from the pit, recall hand terminal will not work.If both inspection hand terminal on car roof and inspection hand terminal in pit get inspection mode, direction and run buttons must be pressed together both hand terminals to move car.

Back to normal operation from pit inspection

If the inspection key turn to inspection mode which is located in pit it must be reset by reset key even though inspectin hand terminal is taken normal mode.To back normal operation all inspection signals (868, 869, 870) must be active, all safety circuit (120, 130, 140) must be active.In that case the reset key (IPR input)which is located on buttom floor LOP or on the door frame must be activated in a few seconds.

QUL™ Elevator

EVACUATION INSTRUCTION

Warning!
Evacuation shall only be carried out by trained and authorized personnel and only in emergency situations !
Step - 1 Before starting evacuation operation , communicate with the passengers trapped in the car via intercom device (if present) or by other means. Reassure the passengers by giving information about the evacuation process and ask them to remain clear of the car door.
Step - 2 View the level signal on the Vital controller placed in the medium side of the controller. (It's writting " Elevator At Floor")

• If the level signal is ON , the car is already in the door zone. Skip to **Step - 8.**
• If the level signal is OFF , the car is outside the door zone. Skip to **Step - 3**.
Step - 3 If the building has mains electricity , Skip to **Step - 4.**
If CONTROLLER is not energised , start the UPS.
• If the CONTROL PANEL energized , Skip to **Step - 7.**
• If the CONTROL PANEL has not been energized, evacuation is not possible. Terminate the procedure immediately , inform the trapped passengers and notify the responsible lift company.
Step - 4 Check the circuit-breakers in the CONTROL PANEL
• If the circuit-breakers are in closed (active) state,
Skip to **Step - 6.**
• If there is a tripped circuit-breaker , Skip to **Step - 5.**
Step - 5 Close the tripped circuit-breakers,
• In case the lift returns to normal operation, after a short pause, make sure that the lift stops at any floor level and opens its door and that any passenger trapped in the car is safely evacuated. After making sure that the doors are closed and locked and that there is no passenger in the car , turn off the power of the lift by switching off the SM and FR circuit-breakers in the CONTROL PANEL. Keep the lift in a safe condition and inform the responsible lift company immediately !
• In case the lift has no returned to normal operation,
Skip to **Step - 6.**
Step - 6 Turn the SEE switch to "1"(recall) position by turning it clockwise.
First , press and hold the SEEU and SEEC direction button and monitor the movement of the car. If the car does not move, try the same process by using thee SEED and SEEC direction button.
• If the car moves in the desired direction , continue to hold the direction button until the level signal turns ON.When it's ON , Release the direction button immediately and Skip to **Step - 8**
• If the car does not move in either direction, Skip to **Step-7**
Step - 7 Warning! During this process , the machine brake will be released without any safety checks !
Turn the SE-V switch to "I" (evacuation) position by turning it clockwise.
Press and hold the BR1 and BR2 (manual brake release) button simultaneously.
• If the car doesn't move during this process, evacuation is not possible. Terminate the procedure immediately, inform the trapped passengers and notify the responsible lift company.
• If the car moves, continue to hold the BRI and BR2 buttons simultaneously until the level signal turns ON. When the level signal turns ON, release the buttons immediately and Skip to **Step - 8.**
In case the car speed exceeds 0,3 m/sn while the car is moving, an audible sound and a visual signal is given by the CONTROL PANEL. In this case , release the BR1 and BR2 buttons immediately and then wait for 3 seconds. Restart the manual brake release procedure.
Step - 8 The car is now located on a floor level where the lift doors can be opened safely.
Switch off the SM and FR circuit breakers to keep the lift in a safe condition.
Go to the floor on which the car is located. Unlock the landing door with the emergency key, open landing and car doors. If the lift car floor is not level with is present. Evacuate the trapped passengers.

Caution! Possible risk of tripping !

Step -9 After evacuating the trapped passengers, close the doors and make sure they are locked.
•If the faulire of the lift was due to a mains power failure in the building , return the lift to normal operation. Make sure that the SM and FR circuit-breakers are ON and , SEE and SE-V switches are OFF ("0") Inform the responsible lift company about the evacuation operation!
•If the lift has failed for any other reason , do not return the lift to normal operation after completing the evacuation operation. After making sure that there is no passenger in the car, switch offthe SM and FR circuit-breakers , keep the lift in a safe condition and inform the responsible lift company immediately!
If there is a remote alarm call initiated from the car , make sure that the alarm has been terminated properly after completing the evacuation operation.