



SECTION 6 - CAR COMMANDS 2
 Car Diagnostic Commands 2
 NOTES 12



SECTION 6 - CAR COMMANDS

From the Human Interface terminal, type <CAR> to establish communication with the car functions. The prompt in Car Human Interface mode is:

C# 1=>

CAR DIAGNOSTIC COMMANDS

<COMMAND>	DESCRIPTION OF CAR COMMAND
ASU	<p>Automatic Set Up: (Hoistway Scan) Limit switch position and Floor Count Position (FCP) Reference Set-up.</p> <p>Note: <i>The following sequence must be performed to adjust the car (refer to Position Reader Tape Installation):</i></p> <ol style="list-style-type: none"> 1. Adjust the Leveling Vane for accurate floor level. 2. Adjust the terminal slow-down limit switches. 3. Put the car in Panel Test and position below the bottom terminal. 4. Jump out the top normal limit. 5. Enter the command "ASU" 6. Run the car up on inspection until it stops. 7. Enter Write Command (WRT) to save. 8. Type in the GET command and press enter.
BAS	<p>BASe of output: Output base setting can be either 10 or 16. If set to 10, all values returned by the controller will be in decimal notation (easiest to read). If set to 16, all values returned by the controller will be in hexadecimal notation. It is advisable to leave it at 10.</p>
BBT	<p>Brake to Brake last travel Time: This command can be used on a Hydro to return the actual last amount of time the car ran. It can be used to obtain floor to floor times.</p>
CCS	<p>Car Call pilot Status: Displays the pilot status of the car. An UP pilot is a call above current car position. A DOWN pilot is a call below current car position. The hexadecimal numbers below indicate the pilot status:</p> <p style="padding-left: 40px;"> 0H - no pilot 1H - up pilot 2H - down pilot 3H - up and down pilot 4H - at call floor 5H - at call floor and up pilot 6H - at call floor and down pilot 7H - at call floor and up and down pilot </p>



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CCT	<p>Car Call Test. The car call test automatically activates car calls at selected floors to allow the car to run continuously in a test mode unattended with the doors either opening and closing or in door disconnect mode. The command CCT toggles the car call test operation on and off. To select the desired floor, type "CCTF" for front or "CCTR" for rear car calls and follow the prompt to select the individual floor. More than one car call must be selected to activate the test. Loss of power, activation of fire service, or activation of Inspection will cancel the car call test operation.</p> <p>Note: Once the Car Call Test (CCT) has been activated, it must be turned off by entering CCT on a laptop or placing the car on inspection. Disconnecting the laptop from the controller will not deactivate this mode of operation, it must be turned off.</p>																																																																																																																																	
CLS	<p>CLear terminal Screen. Clears the terminal screen on the wizard or human interface terminal device.</p>																																																																																																																																	
CMC	<p>This command displays Car smart controllers CoMmunication status (Communication Status of the following Devices):</p> <p style="text-align: center;"><u>COMMUNICATION STATUS (CAR)</u></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>LOC</th> <th>ST</th> <th>RCV</th> <th>FAIL</th> <th>CAR</th> <th>ST</th> <th>RCV</th> <th>FAIL</th> <th>DRV</th> <th>ST</th> <th>RCV</th> <th>FAIL</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>OK</td> <td>13544</td> <td>0</td> <td>8</td> <td>OK</td> <td>13544</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>12</td> <td>OK</td> <td>13544</td> <td>0</td> <td>18</td> <td>OK</td> <td>13544</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>13</td> <td>OK</td> <td>13544</td> <td>0</td> <td>19</td> <td>OK</td> <td>13544</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>14</td> <td>OK</td> <td>13544</td> <td>0</td> <td>20</td> <td>OK</td> <td>6774</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>16</td> <td>OK</td> <td>13544</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>Note: ST (status) line indicates "OK" when the device is communicating; RCV = the # of packets received; FAIL = the # of failed packets; LOC = local port; CAR = car port and DRV = drive port.</p> <p>The following indicates the corresponding address to each board:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th><u>DEVICE NAME</u></th> <th><u>COMMUNICATION ADDRESS</u></th> <th><u>DESCRIPTION</u></th> </tr> </thead> <tbody> <tr> <td>HYC</td> <td>3</td> <td>HYdro Control Board</td> </tr> <tr> <td>CPT</td> <td>8</td> <td>Car Position Transducer</td> </tr> <tr> <td>MRC</td> <td>12</td> <td>Motor Room Controller SMI</td> </tr> <tr> <td>GLB</td> <td>13</td> <td>Gate Lock Bypass SMI</td> </tr> <tr> <td>GP1</td> <td>13</td> <td>General Purpose SMI 1</td> </tr> <tr> <td>GP2</td> <td>14</td> <td>General Purpose SMI 2</td> </tr> <tr> <td>GP3</td> <td>15</td> <td>General Purpose SMI 3</td> </tr> <tr> <td>GP4</td> <td>16</td> <td>General Purpose SMI 4</td> </tr> <tr> <td>HTOC</td> <td>18</td> <td>Top Of Car Device</td> </tr> <tr> <td>COP</td> <td>19</td> <td>Car Operating Panel</td> </tr> <tr> <td>CC1</td> <td>20</td> <td>Car Call Board Number 1</td> </tr> <tr> <td>RCC1</td> <td>25</td> <td>Rear Car Call Board Number 1</td> </tr> <tr> <td>GP5</td> <td>29</td> <td>General Purpose SMI 5</td> </tr> <tr> <td>GP6</td> <td>30</td> <td>General Purpose SMI 6</td> </tr> <tr> <td>GP7</td> <td>31</td> <td>General Purpose SMI 7</td> </tr> <tr> <td>GP8</td> <td>32</td> <td>General Purpose SMI 8</td> </tr> <tr> <td>GP9</td> <td>33</td> <td>General Purpose SMI 9</td> </tr> <tr> <td>GP10</td> <td>34</td> <td>General Purpose SMI 10</td> </tr> </tbody> </table>	LOC	ST	RCV	FAIL	CAR	ST	RCV	FAIL	DRV	ST	RCV	FAIL	3	OK	13544	0	8	OK	13544	0					12	OK	13544	0	18	OK	13544	0					13	OK	13544	0	19	OK	13544	0					14	OK	13544	0	20	OK	6774	0					16	OK	13544	0									<u>DEVICE NAME</u>	<u>COMMUNICATION ADDRESS</u>	<u>DESCRIPTION</u>	HYC	3	HYdro Control Board	CPT	8	Car Position Transducer	MRC	12	Motor Room Controller SMI	GLB	13	Gate Lock Bypass SMI	GP1	13	General Purpose SMI 1	GP2	14	General Purpose SMI 2	GP3	15	General Purpose SMI 3	GP4	16	General Purpose SMI 4	HTOC	18	Top Of Car Device	COP	19	Car Operating Panel	CC1	20	Car Call Board Number 1	RCC1	25	Rear Car Call Board Number 1	GP5	29	General Purpose SMI 5	GP6	30	General Purpose SMI 6	GP7	31	General Purpose SMI 7	GP8	32	General Purpose SMI 8	GP9	33	General Purpose SMI 9	GP10	34	General Purpose SMI 10
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<p style="text-align: center;">DATE</p>	<p>Set the real time calendar clock DATE. The date is entered as month/day/year. To exit this command without changing the date, hit <enter ↵> before typing in new date values.</p> <p style="text-align: center;">Current date: 1/01/2007 Enter new date: 3/12/2007</p>																																																																																																																																	
<p style="text-align: center;">DCS</p>	<p>Down Call pilot Status:</p> <ol style="list-style-type: none"> a) Up Pilot -- down hall call above current car position b) Down Pilot -- down hall call below current car position 																																																																																																																																	



<COMMAND>	DESCRIPTION OF CAR COMMAND								
DLB	Down Limit Break: Car velocity and position when the Down Slowdown Limit switch first opens during a run. This command is entered after the elevator has stopped and opened the down slowdown limit switch on a run to the bottom landing.								
DPC	Digital Position Count: This command returns the DPP count of the current elevator position. This value is also displayed on the car diagnostic screen under "Pos Cn".								
DPY	<p>Diagnostic Display Control: The <DPY> commands allow the user to capture up to 128 frames of the car diagnostic display for playback at a later time. The capturing of the diagnostic display can be triggered on the activation of any error code.</p> <p>DPYD or DPYTD Enter diagnostic display mode. This mode will display the captured frames of the diagnostic display</p> <p>Enter:</p> <table border="0"> <tr> <td></td> <td>to play Backward one frame</td> </tr> <tr> <td><F></td> <td>to play Forward one frame</td> </tr> <tr> <td><C></td> <td>to get Current frame</td> </tr> <tr> <td><CTRL> + <C></td> <td>to quit diagnostic display mode</td> </tr> </table> <p>DPYT Displays all the DPY commands DPYTS Setup diagnostic triggering DPYTR Reset triggering display (returns display to normal mode)</p>		to play B ackward one frame	<F>	to play F orward one frame	<C>	to get C urrent frame	<CTRL> + <C>	to quit diagnostic display mode
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ELB	<ul style="list-style-type: none"> ETS (Emergency Terminal Slowdown) Limit Break: <i>This command is available on a Hydro controller however it has no function as Emergency Limits are not required on Hydraulic elevator.</i> 								
EXE	<p>EXclude Error Code. The command creates a list of error codes that are not stored in the error buffer.</p> <p>EXES – Set bit to exclude error code from buffer. Eg. Type EXES54<enter> to exclude error code 54 from displaying.</p> <p>EXER – Reset bit that excluded error codes from buffer. Eg. Type EXER54<enter> to allow error code 54 to be displayed.</p> <p>EXEC – Clear error code exclusions list. Allow all error codes to be displayed.</p> <p>EXEL – List error codes excluded from being displayed.</p>								



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<p style="text-align: center;">FLTn</p> <p>(See p.8-29 for Error Code Definitions)</p>	<p>FauLTs (Errors): The <i>FUTURA</i>™ Operating System keeps a record of the previous 24 faults that have occurred along with the number of occurrences, time of day, the floor number, the velocity, digital position count and various status bytes. The faults are labeled 0-23. This command displays four of the 24 faults starting at fault n (n = 0-23). The n is optional. If not used, the <FLT> command displays all 24 faults. Zero indicates no fault occurrence. Note that CS and DS are in hexadecimal form, which must be converted into binary form.</p> <p><i>00H 0</i></p> <p>The fault is displayed on screen as follows:</p> <p><i>C# 1>FLT0</i></p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><i>FLT</i></th> <th style="text-align: left;"><i>COUNT</i></th> <th style="text-align: left;"><i>FLR</i></th> <th style="text-align: left;"><i>TIME</i></th> <th style="text-align: left;"><i>DATE</i></th> <th style="text-align: left;"><i>DPP</i></th> <th style="text-align: left;"><i>DMD</i></th> <th style="text-align: left;"><i>VEL</i></th> <th style="text-align: left;"><i>DM</i></th> <th style="text-align: left;"><i>DZ</i></th> <th style="text-align: left;"><i>SV</i></th> <th style="text-align: left;"><i>CS</i></th> <th style="text-align: left;"><i>DS</i></th> <th style="text-align: left;"><i>GR</i></th> </tr> </thead> <tbody> <tr> <td><i>FLT0=</i></td> <td><i>80</i></td> <td><i>1</i></td> <td><i>11</i></td> <td><i>4:39:22p</i></td> <td><i>6/02/94</i></td> <td><i>5279</i></td> <td><i>350</i></td> <td><i>350</i></td> <td><i>3</i></td> <td><i>00H 26</i></td> <td><i>AFH</i></td> <td><i>0FH</i></td> <td><i>20</i></td> </tr> <tr> <td><i>FLT1=</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0:00:00a</i></td> <td><i>0/00/94</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>00H 0</i></td> <td><i>00H</i></td> <td><i>00H</i></td> <td><i>0</i></td> </tr> <tr> <td><i>FLT2=</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0:00:00a</i></td> <td><i>0/00/94</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>00H 0</i></td> <td><i>00H</i></td> <td><i>00H</i></td> <td><i>0</i></td> </tr> <tr> <td><i>FLT3=</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0:00:00a</i></td> <td><i>0/00/94</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>0</i></td> <td><i>00H 0</i></td> <td><i>00H</i></td> <td><i>00H</i></td> <td><i>0</i></td> </tr> </tbody> </table> <p>The headings in the above table are detailed below:</p> <p>FLT = Fault number COUNT = Number of occurrences FLR = Floor where the error occurred TIME = The time the fault occurred (from the system real time calendar clock) DATE = Date of occurrence DPP = Digital Position Pulse count DMD = Demand velocity VEL = Car's Velocity calculated from the Digital Position Pulse DZ = Door Zone status</p> <p>To interpolate the information below, convert the hexadecimal number under the DZ heading into a binary number. The 8-bit binary number will correspond to the bits shown below. Bit 0 will be the least significant, or the "right-most" bit. Wherever there is one (1) on the specified bit, this signifies that the item described next to the bit was active when the fault occurred.</p> <p style="text-align: center;">BITS</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">0 up level zone</td> <td style="width: 50%;">4 dz</td> </tr> <tr> <td>1 up final level zone</td> <td>5 Not Used</td> </tr> <tr> <td>2 down final level zone</td> <td>6 Not Used</td> </tr> <tr> <td>3 down level zone</td> <td>7 Not Used</td> </tr> </table> <p>SV = Car service type Numbers shown correspond directly to status (no conversion needed)</p> <table border="0" style="width: 100%;"> <tr> <td>0=INVALID</td> <td>1=SAFETIES</td> <td>2=DRIVE OFF</td> <td>3=PWR LOSS</td> </tr> <tr> <td>4=INSPECT</td> <td>5=### INIT</td> <td>6=DRIVE FLT</td> <td>7=CWT DRL</td> </tr> <tr> <td>8=CTLSHUTDN</td> <td>9=EARTH Q.</td> <td>10=FIRE PH 2</td> <td>11=FIRE PH 1</td> </tr> <tr> <td>12=CODE BLUE</td> <td>13=EM RECALL</td> <td>14=HOMING</td> <td>15=INDEPEND</td> </tr> <tr> <td>16=ATT</td> <td>17=DOOR DISP</td> <td>18=REAR DISC</td> <td>19=VIP</td> </tr> <tr> <td>20=LBY IND</td> <td>21=DISP LOSS</td> <td>22=STOP SW</td> <td>23=SERV PROT</td> </tr> <tr> <td>24=LOAD BP</td> <td>25=SECURITY</td> <td>26=AUTOMATIC SERV</td> <td></td> </tr> </table> <p>CS = Car Status Convert hexadecimal numbers to binary as in DZ above.</p> <p style="text-align: center;">BITS</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">0 start sequence</td> <td style="width: 50%;">4 SRU (Speed Reference Up)</td> </tr> <tr> <td>1 run sequence</td> <td>5 SRD (Speed Reference Dn)</td> </tr> <tr> <td>2 EMST (Emergency Stop Output)</td> <td>6 up motion</td> </tr> <tr> <td>3 EMSD (Emergency Stop Input)</td> <td>7 down motion</td> </tr> </table> <p>DS = Door Status Convert hexadecimal numbers to binary as in DZ and CS above.</p> <p style="text-align: center;">BITS</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">0 door open limit (DOL)</td> <td style="width: 50%;">4 door open pilot</td> </tr> <tr> <td>1 door close limit (DCL)</td> <td>5 door close pilot</td> </tr> <tr> <td>2 rear door close limit (RDCL)</td> <td>6 rear door open pilot</td> </tr> <tr> <td>3 rear door open limit (RDOL)</td> <td>7 rear door close pilot</td> </tr> </table>	<i>FLT</i>	<i>COUNT</i>	<i>FLR</i>	<i>TIME</i>	<i>DATE</i>	<i>DPP</i>	<i>DMD</i>	<i>VEL</i>	<i>DM</i>	<i>DZ</i>	<i>SV</i>	<i>CS</i>	<i>DS</i>	<i>GR</i>	<i>FLT0=</i>	<i>80</i>	<i>1</i>	<i>11</i>	<i>4:39:22p</i>	<i>6/02/94</i>	<i>5279</i>	<i>350</i>	<i>350</i>	<i>3</i>	<i>00H 26</i>	<i>AFH</i>	<i>0FH</i>	<i>20</i>	<i>FLT1=</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0:00:00a</i>	<i>0/00/94</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>00H 0</i>	<i>00H</i>	<i>00H</i>	<i>0</i>	<i>FLT2=</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0:00:00a</i>	<i>0/00/94</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>00H 0</i>	<i>00H</i>	<i>00H</i>	<i>0</i>	<i>FLT3=</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0:00:00a</i>	<i>0/00/94</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>00H 0</i>	<i>00H</i>	<i>00H</i>	<i>0</i>	0 up level zone	4 dz	1 up final level zone	5 Not Used	2 down final level zone	6 Not Used	3 down level zone	7 Not Used	0=INVALID	1=SAFETIES	2=DRIVE OFF	3=PWR LOSS	4=INSPECT	5=### INIT	6=DRIVE FLT	7=CWT DRL	8=CTLSHUTDN	9=EARTH Q.	10=FIRE PH 2	11=FIRE PH 1	12=CODE BLUE	13=EM RECALL	14=HOMING	15=INDEPEND	16=ATT	17=DOOR DISP	18=REAR DISC	19=VIP	20=LBY IND	21=DISP LOSS	22=STOP SW	23=SERV PROT	24=LOAD BP	25=SECURITY	26=AUTOMATIC SERV		0 start sequence	4 SRU (Speed Reference Up)	1 run sequence	5 SRD (Speed Reference Dn)	2 EMST (Emergency Stop Output)	6 up motion	3 EMSD (Emergency Stop Input)	7 down motion	0 door open limit (DOL)	4 door open pilot	1 door close limit (DCL)	5 door close pilot	2 rear door close limit (RDCL)	6 rear door open pilot	3 rear door open limit (RDOL)	7 rear door close pilot
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<COMMAND>	DESCRIPTION OF CAR COMMAND
GET	<p>GET/load the parameters from EEPROM: This command restores modified parameters. (Also verifies the checksum and displays any errors.)</p> <p><i>Note: FCP, ULR, DLR & TSV parameters must all be valid for <GET> to return an 'OK'.</i></p>
GRP	<p>Enter the GRouP Human Interface (Prompt: Group =>) This command switches from the car parameter access to the group parameters access. The car must be the master (performing the group functions) to be able to access the group parameters. (See RMA command to switch have controller become the master)</p>
LWR	<p>Load Weigher Reading. Displays the load weigher voltage and percent load. This will only display the value if the system is using an analog type of load weighing system and it has been properly setup. (Normally Hydraulic elevators are not equipped with load weighers, however the system is equipped to handle this type of option if needed.)</p>
LWUn	<p>Load Weigher User interface setup. This command guides the user though the load weigher setup starting with the car on independent and the sensor verified with an empty car at the bottom floor, car fully loaded at the top floor and finally empty at the top floor. If the LWU command is entered without a number immediately following, a list of four options are given for the user to select from those shown below:</p> <ol style="list-style-type: none"> 1. Proximity sensor setup. 2. Strain gauge sensor setup. 3. Observe sensor setup parameters. 4. Activate offset calibration procedure. <p>If proximity or pressure (strain gauge) sensor setup is selected, the user is prompted for additional information to start the setup procedure. Once setup is activated, the following "LWU" commands are entered to validate the load condition of the car.</p> <p>LWU1 – Command is entered when the sensor voltage is setup between 1.0 and 1.4 volts and the car is empty at the bottom landing.</p> <p>LWU2 – Command is entered when the car has full load at the bottom floor.</p> <p>LWU3 – Command is entered when the car has full load at the top floor.</p> <p>LWU4 – Command is entered when the car is empty at the top floor.</p>
MEN	<p>SPU BIOS MENu: Use to upload the software into FLASH memory</p> <p><i>Contact CEC Tech Support before using this command if you have not used it before.</i></p>



<COMMAND>	DESCRIPTION OF CAR COMMAND
PAR	PAR ameters: This command offers a speedy way to Enter or Review all of the above adjustment parameters. Typing <PAR> <enter ↵> displays all parameters with a slight delay.
PARA	The 'A' (Alter) suffix permits changing or reviewing all PAR ameters. Each command is displayed with the current value followed by a question mark. You can now change its value or hit <enter ↵> to skip to the next one.
POS	True Car POS ition, e.g. 1 through 15 (including 13) This displays the floor position of the elevator. This number reflects the stop number not the building floor number. These numbers start with the lowest landing being 1.
RCC	Reset all Car Calls Use this command to reset all registered car calls.
RCM	Reset CoM munication status log. Resets failure counts for all COMM devices (See <CMC> command)
RFL	Reset the FauL t Hold memory Use this command to reset the fault memory. <i>Warning: Once reset all registered fault will be erased from memory.</i>
RMA	Request Master. When entered at the terminal of a car that is not the group, this car will request to become the master car, i.e. the group. The existing master car will relinquish group control to this car.
RPU	RPU Hall call unit status commands. These commands would only be used if the installation is equipped with RPU's (Remote Processing Unit). RPU's are utilized when HPU type of hall call interface are used and the number of HPU's for hall calls exceeds 16 in total. RPUC – Reset comm errors for HPU devices on RPU comm buss. RPUR – Software reset of RPU hall call board. RPUD – SPU to send hall call setup information to RPU board. RPU n – Show HPU device “n” comm status from RPU. <i>(Example: Using command “RPU1” displays the status of the HPU's connected to and configured for board RPU1)</i>



<COMMAND>	DESCRIPTION OF CAR COMMAND
RSL	<p>Request Slave. When entered at the terminal of a car that is currently the group controller, this car will relinquish group control to the next available car with the lowest number. If no car is available, this car will time out and become the group again.</p>
SCCn	<p>Set Car Call at floor (n). This command allows you to set a car call at a selected floor. The floor number is the landing number, not the building floor number.</p> <p><i>(Example: SCC3 – Sets the car call for the 3rd stop from the bottom)</i></p>
STD	<p>STart Down: The <STD> command can be used while in automatic operation to provide a one (1) floor run down from the existing location.</p>
STM	<p>SeT Up Mode: This command allows car to run on inspection mode without the Digital Position Pulse while setting up the car. This operating mode bypasses the normal safety check (communication with car devices and feedback from the DDP sensors) and prevents car from shutting down. If car loses power or if inspection switch is moved to automatic mode, elevator will automatically be removed from Setup mode.</p> <p>Note: <i>This operating mode can also be initiated from front panel push buttons in the circuit breaker panel. While elevator is on inspection mode, press and hold SPU push button on front panel of the controller for approximately 3 seconds: DISPLAY button will then light green. Release SPU push button and then press DISPLAY push button momentarily. DISPLAY button lights red and green alternately, indicating car is in Setup mode.</i></p>
STU	<p>STart Up: The <STU> command can be used while in automatic operation to provide a one (1) floor run up from the existing location.</p>
TIM	<p>Computer up TIME since the last power-up (day-hour:min:sec) This displays the amount of time the processor has been running since it was last powered up.</p>
TIME	<p>Set real TIME calendar clock. Time is entered as hour:min:sec followed by 'a' for am or 'p' for pm. To exit this command without changing the time, hit <enter ↵> before typing new time value.</p> <p style="text-align: center;">Current time: 11:12:32p Enter new time: 10:22:30a</p>



<COMMAND>	DESCRIPTION OF CAR COMMAND																																								
UCS	<p>Up Call pilot Status (See CCS for explanations.)</p> <p>a) Up Pilot -- down hall call above current car position b) Down Pilot -- down hall call below current car position</p>																																								
ULB	<p>Up Limit Break: Car velocity and position when the Up Slowdown Limit switch first opens during a run. This command is entered after the elevator has stopped and opened the up slowdown limit switch on a run to the top landing.</p>																																								
VEL	<p>Actual Car VELocity in FPM – This displays the car speed in FPM the moment the VEL command is entered.</p>																																								
VER	<p>Displays software VERsions for all communications boards. See <CMC> command for description of devices:</p> <p style="text-align: center;">DEVICE VERSION (SYS= system; LOC= local; DRV= drive; HC= hall call)</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>SYS</th> <th>Ver</th> <th>LOC</th> <th>Ver</th> <th>CAR</th> <th>Ver</th> <th>DRV</th> <th>Ver</th> <th>HC</th> <th>Ver</th> </tr> </thead> <tbody> <tr> <td>201</td> <td>010</td> <td>9</td> <td>008</td> <td>8</td> <td>006</td> <td>2</td> <td></td> <td>44</td> <td>006</td> </tr> <tr> <td>202</td> <td>010</td> <td>11</td> <td>008</td> <td>18</td> <td>005</td> <td></td> <td></td> <td>211</td> <td>006</td> </tr> <tr> <td>212</td> <td>003</td> <td>12</td> <td>007</td> <td>19</td> <td>006</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	SYS	Ver	LOC	Ver	CAR	Ver	DRV	Ver	HC	Ver	201	010	9	008	8	006	2		44	006	202	010	11	008	18	005			211	006	212	003	12	007	19	006				
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VFC	<p>Velocity Fault Controller Status: <i>This command is available on a Hydro controller however it has no function as a velocity control boards are not utilized on a Hydraulic elevator controller.</i></p>																																								
VLТ	<p>Velocity Limit Test: <i>This command is available on a Hydro controller however it has no function as a velocity control boards are not utilized on a Hydraulic elevator controller.</i></p>																																								
WRT	<p>WriTe parameters to EEPROM: This command stores changes in non-volatile memory.</p> <p>Note: <i>It is not necessary to write <WRT> altered parameters immediately to EEPROM. You can test operation, continue to operate elevator, and store to EEPROM when satisfied. In case of removal of power to CPU, or if terminal is disconnected, parameters are restored to the previous values..</i></p>																																								
ZON	<p>ZONe floor: Displays floor to which car is zoning.</p>																																								
ZPS	<p>Zone Pilot Status (Refer to <CCS> command for explanation)</p>																																								

