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## SECTION 14 - GLOSSARY

### Terms and Descriptions

Below is list of commonly used terms that you will find throughout this manual. This section is developed to assist in understanding the meanings of these terms.

<b>TERM</b>	<b>Description of Term</b>
<b>Address</b>	A communication location given to a device usually using header jumpers.
<b>Binary</b>	A mathematical way to count using only 1 and 0 used in Digital communications.
<b>Bit</b>	A variable setting, which determines enabling, or disabling of specific features in the system
<b>Bite</b>	A digital word that consists of 1 and 0.
<b>CC1</b>	The first Car Call board on the elevator car. Mostly mounted in the Car Operating Panel.
<b>Circuit Breakers</b>	A resettable device designed to open a circuit when excessive current flows in that circuit.
<b>Commands</b>	A request entered by the user, which orders the controller to perform a specific function.
<b>Confidence Test</b>	A self test displayed in the terminal mode of a laptop during startup of the SPU.
<b>Control Status Words</b>	A series of Digital words that consists of bits that are field changeable.
<b>COP</b>	A car operating board where the ar key switches and buzzers wire to
<b>CPT</b>	Car position transducer board (tape Selector assembly)
<b>Device</b>	A physical/mechanical component monitored by and used to execute/trigger input and output signals.
<b>Discrete device</b>	An external device that only accepts an output from the Microprocessor.
<b>Download</b>	A process of taking information from the controller and storing it on the laptop.



<b>TERM</b>	<b>Description of Term</b>
<b>DPP</b>	Digital Position Pulse
<b>Encoder</b>	A device used to change motion into a digital signal.
<b>EPROM</b>	Erasable programmable read-only memory.
<b>EPU-Link</b>	Extended Processor Unit Link for communication CPT, EPU and TOC board
<b>Error Codes</b>	A failure status indicator, which is returned by the system in order to locate the source/resolution of a problem occurrence.
<b>Fault Code</b>	See Error Codes.
<b>Feedback</b>	The transmission of current or voltage from the output of a circuit or device back to the input, where it interacts with the input signal to modify the operation of the circuit or device.
<b>Final Limits</b>	Mechanical switches wired into the safety circuit located a specified distance beyond normal travel at the top and bottom of the hoistway.
<b>Flash</b>	Flash memory is non-volatile computer memory that can be electrically erased and reprogrammed.
<b>Full Load</b>	Rated capacity of the elevator
<b>Fuses</b>	A non re-settable device that opens when its current rating is exceeded.
<b>GP1</b>	General purpose I/O board
<b>Group</b>	A system that controls 2 or more elevators by governing assignments in response to hall calls.
<b>Hall Lantern</b>	A corridor mounted signal light indicating that an elevator car is approaching that landing and the direction in which the car is to travel.
<b>Header Jumper</b>	A small jumper assembly made to slip over pins in order to complete a circuit.
<b>HPU</b>	Hall processing unit used to convert or invert the push button or hall lantern signal to serial communication.
<b>HPU Term</b>	A termination board located at the bottom of the serial riser to load the voltage and communication signal.



<b>TERM</b>	<b>Description of Term</b>
<b>Input</b>	Data entered by the user or from external mechanical devices, which is necessary for the system to process information and execute commands.
<b>Leveling Vanes (Magnets)</b>	Vanes located at each floor at a specific height from the floor that is used to tell the system where exact floor level is located.
<b>Load Weigher</b>	A device used to determine the weight on the car by means of using electro/mechanical switches, a proximity sensor or pressure transducer.
<b>Log On</b>	A process where the user enters a command that will allow access to the microprocessors information.
<b>Mainline</b>	The mechanically operated switch in the machine room that applies or removes power to the elevator system.
<b>MRC</b>	Motor room controller SMI board
<b>Normal Limits</b>	Mechanical switches at each end of the hoistway that is wired to the direction circuits.
<b>Optical Leveling Unit</b>	A car device consisting of emitters and detectors that provide signal to the controller as they pass hoistway vanes.
<b>Output</b>	Data (signals) sent from the Controller to the mechanical devices to (de) activate.
<b>Parameters</b>	Field adjustable settings that allow the user to program the system.
<b>RVU</b>	Remote Video Unit found in the machine room that accesses the controller information.
<b>S Curve</b>	An adjustable speed pattern profile used to accelerate/decelerate and stop the car at the desired floor.
<b>SEM</b>	Serial Expansion Module
<b>SMI</b>	Serial Module Interface PC Board
<b>SMIC</b>	Serial Module Interface Controller PC Board
<b>Serial communication</b>	Information transmission in which the characters of a word are transferred in sequence over a single line.



<b>TERM</b>	<b>Description of Term</b>
<b>Single Phase</b>	An AC voltage source consisting of 2 wires where only one wire is energized.
<b>Slowdown Limits</b>	Mechanical switches at the top and bottom of the hoistway that are used as backups to slow the car down should the car fail to slowdown normally.
<b>SMI</b>	Serial Module Interface PC Board
<b>SMIC</b>	Serial Module Interface Controller PC Board
<b>SPU</b>	System Processing Unit (Main Processing PC Board)
<b>SPU-Link</b>	SPU Communication and I/O Board
<b>Temporary Jumpers</b>	Short pieces of wire filed connected to temporarily bypass critical circuit.
<b>Terminal Mode</b>	A process of connecting to the microprocessor where information is exchanged back and forth by the use of characters.
<b>Three Phase</b>	An AC voltage source consisting of 3 wires each energized with 3 different power sources that are displaced 120 degrees apart in their AC sine wave.
<b>TOC</b>	Top of Car controller
<b>Transformer</b>	A static electrical device that uses electro/magnetic induction to transfer electrical energy between 2 circuits.
<b>Upload</b>	A process of taking information stored in the laptop and transferring it to the controller.
<b>VFC</b>	Velocity fault controller.
<b>Volt Ohm Meter</b>	A hand held device that allows the user to measure voltage or resistance in a circuit.
<b>Wizard</b>	The windows based program provided by CEC to communicate with the controller.
<b>Zones</b>	Field programmable areas of a hoistway consisting of a certain group of floors that when instructed will have an unassigned elevator park at



***Diagram Terminology***

Below is a list of acronyms and their meanings used throughout this manual.

<b>Acronym</b>	<b>Meaning</b>
<b>_C</b>	Car Call Input
<b>ACB</b>	Access Bottom Switch
<b>ACD</b>	Access Down Button
<b>ACT</b>	Access Top Switch
<b>ACU</b>	Access Up Button
<b>AFR</b>	Auto Fault Reset
<b>ALF</b>	Auto Light Fan
<b>ASB</b>	Audible Signal Button
<b>AU</b>	Automatic Operation
<b>CDL</b>	Cab Down Lantern
<b>CEN</b>	Controller Enable Relay
<b>CFCF</b>	Car Fire Switch Off
<b>CFON</b>	Car Fire Switch On
<b>CGL</b>	Car and Gate Lock monitor
<b>CS</b>	Car Safety Circuit



<b>Acronym</b>	<b>Meaning</b>
<b>CTL</b>	Car To Lobby
<b>CUL</b>	Cab Up Lantern
<b>DC</b>	Door Close Relay and Door Close Output
<b>DCB</b>	Door Close Button
<b>DCL</b>	Door Close Limit Switch
<b>DET</b>	Detector Edge
<b>DFLZ</b>	Down Floor Level Zone
<b>DI</b>	Door lock input (freight/swing doors)
<b>DI1</b>	Door lock aux. input (freight/swing doors)
<b>DL</b>	Main Door Lock monitor
<b>DL6</b>	Door Close Limit Switch @ 6"
<b>DLZ</b>	Down Level Zone
<b>DNL</b>	Down Normal Limit Switch
<b>DO</b>	Door Open Relay and Door Open Output
<b>DOB</b>	Door Open Button
<b>DOL</b>	Door Open Limit Switch
<b>DPP1</b>	Digital Pulse Line 1 from Tape Selector or Encoder



<b>Acronym</b>	<b>Meaning</b>
<b>DPP2</b>	Digital Pulse Line 2 from Tape Selector or Encoder
<b>DRV</b>	Drive Ready Verification
<b>DRVS</b>	Drive Shutdown Switch
<b>DZ</b>	Door Zone
<b>EMSD</b>	Emergency Stop Indicator
<b>EMST</b>	Emergency Stop Output from SPU
<b>EPA</b>	Emergency Power Automatic Lower
<b>EPL</b>	Emergency Power Light
<b>EPX</b>	Emergency Power car select
<b>ESP</b>	Emergency Power Sequence Transfer
<b>ETSD</b>	Emergency Terminal Stop UP
<b>ETSU</b>	Emergency Terminal Stop Down
<b>FAL</b>	Fire Recall Alternate
<b>FBP1</b>	Fire Bypass (Stop Switch)
<b>FBP2</b>	Hall Fire Bypass Aux (Stop Switch)
<b>FLT</b>	Fault Output
<b>FLV</b>	Floor Level Indicator



<b>Acronym</b>	<b>Meaning</b>
<b>FR</b>	Fire Recall Phase I
<b>FSL</b>	Fire Service Light
<b>FSLH</b>	Fire Service Light Hall
<b>GL</b>	Gate Lock Relay/Input
<b>GL1</b>	Aux. Gate Lock Input
<b>GRP</b>	Group
<b>HFBP</b>	Lobby Fire Bypass Switch
<b>HFON</b>	Lobby Fire Switch On
<b>HS</b>	Hoistway Safety Circuit
<b>IC</b>	Independent Service Car
<b>ICA</b>	In Car Access
<b>ICI</b>	In Car Inspection
<b>ICS</b>	In car Stop Switch
<b>IL</b>	Independent Service Lobby
<b>INB</b>	Inspection Bypass Monitor
<b>LBE</b>	Lock Bypass Enable
<b>LBP</b>	Lock Bypass Monitor



<b>Acronym</b>	<b>Meaning</b>
<b>LVE</b>	Leveling Enable
<b>LVE1</b>	Leveling Enable 1
<b>MA</b>	Main Armature Contactor
<b>MACC</b>	Master Access Enable
<b>MCC</b>	Master Contractor Control
<b>NP</b>	Normal Power
<b>NR</b>	Nudging Relay and Nudging Output
<b>OLF</b>	Overload Fault
<b>PI</b>	Position Indicator
<b>PT</b>	Panel Test
<b>PTB</b>	Panel Test Button
<b>PTD</b>	Panel Test Down
<b>PTU</b>	Panel Test Up
<b>RC</b>	Retiring Cam Output
<b>RDY</b>	Ready To Run
<b>RSB</b>	Car Call Reset Button for Fire and Independent
<b>RX+/-</b>	Receive Lines of Communication



<b>Acronym</b>	<b>Meaning</b>
<b>SD1</b>	Down Slowdown Switch 1
<b>SM</b>	Start Master
<b>SMC</b>	Start Master Control
<b>SU1</b>	Up Slowdown Switch 1
<b>TAKR</b>	Access Relay
<b>TCI</b>	Top Car Inspection
<b>TID</b>	Top Car Inspection Down
<b>TIU</b>	Top Car Inspection Up
<b>TX+/-</b>	Transmit Lines of Communication
<b>UFLZ</b>	Up Floor Level Zone
<b>ULZ</b>	Up Level Zone
<b>UNL</b>	Up Normal Limit Switch

