



SECTION 17 - GROUP ADJUSTMENT PARAMETERS

The **FUTURA™** operating system provides a series of adjustment parameters which allow the user to fine tune the operation of the elevator as well as control the operation of some of the devices associated with the elevator. For example, the parameter ACR controls the acceleration rate of the car while the parameter DOD controls door timing.

NOTE:

To adjust these parameters, terminal must connected to group (Master) controller and be in group mode.

PARAMETER	RANGE	DEFAULT	UNITS	DESCRIPTION OF GROUP ADJUSTMENT PARAMETER
ALR	0-# cars	1	#cars	Alternate Lobby minimum car Request
ALY	1 - # Fl.	2	Fl. #	Alternate Lobby floor.
AST	0-1600	640	Sec.	Automatic Service protection Time: This "Group" parameter is similar to the car controller AST parameter. Group AST must always be set higher than the Car AST by a minimum of 15 seconds (n=240).
BDP	0-720	0	1/16 sec	Blind-crossing Dispatch Penalty time: Valid only for an express hoistway. This prevents assigning calls across express hoistway when cars are available.
BEx=n	0-Top Landing			Building Elevator number One through Eight: Sets the building designation number for car number x. Similar to BED for the Car controller. (x=CCN*, n=BED*) *car parameter
BGC	0-7	0		BackGround Color for video display
BLK	1-2	0		1= BLinKs the text on the group screen. 2= Blinks the background of text on the group screen.
CBH	0-120	15	Sec.	Code Blue door Hold time: Amount of time doors will remain open at Code Blue designated floor. If after this time the Hospital service switch has not been activated, doors will close and car will return to normal operation.
CBR	0-5	0	0 - 5	Communication Baud Rate: 0=1200, 1=300, 2=600, 3=2400, 4=4800, 5=9600
CBx	0-# cars			Code Blue car pre-selection order: It is possible to establish which cars are better able to respond to a Code-Blue Call and prioritize these cars per CB1 through CB8 order. When there is a Code-Blue Call, car designated by CB1 will be evaluated first, then CB2 car if first one was not available.
COx	0-# cars			Car Order: The order in which car number x is displayed on Video Screen. These parameters can change the left-to-right relationship of cars 1 through 8 respectively. This is for the Dispatch screen.



CS1	0-65535			Control Status Word (Group) 1
CS2	0-65535			Control Status Word (Group) 2
CS3	0-65535			Control Status Word (Group) 3
CS4	0-65535			Control Status Word (Group) 4
CS5	0-65535			Control Status Word (Group) 5
CS6	0-65535			Control Status Word (Group) 6
CS7	0-65535			Control Status Word (Group) 7
CS8	0-65535			Control Status Word (Group) 8
CS9	0-65535			Control Status Word (Group) 9
CSW	0-65535			Control Status Word (Group) 0: Used to manipulate all 16 bits of CSW simultaneously. Number to be entered must be hexadecimal equivalent of the 16 bits.
DCC	1 - 8	4	# calls	Down Call Count trigger
DDT	10-255	20	Sec.	Down-Peak Duration Time: Minimum duration of Down Peak after being triggered.
DLB	1 - # Fl.	2	Fl. #	Dual LoBby floor
DLR	0-# cars	1	# cars	Dual Lobby number of car Requests
DTT	10-960	800	Sec.	Down-Peak Trigger Time: If the average forecast Down Call ETA exceeds this value, Down Peak operation will occur.
DWT	0-65535	20	Sec.	Down Call long Wait Time trigger
EPF	1 - # Fl.	1	Fl.#	Emergency Power Floor: Floor to which cars will return if emergency condition occurs.
EPx	0-# cars			Emergency Power car selection order: During an Emergency power automatic recall operation, all the cars must be returned to the designated floor. The car at EP1 will be the first car to be returned, followed by EP2 through EP8.
FAL	1 - # Fl.	2	Fl.#	Fire Alternate Floor
FBT	1-65535	1	Sec.	Fire Bypass Timer
FIR	1 - # Fl.	1	Fl.#	Fire Recall Floor
GP0	0-65535			General Purpose Reserved variable used on a per job basis. Documentation on the use of this parameter (if implemented) provided with the job.
GP1	0-65535			General Purpose Reserved variable used on a per job basis. Documentation on the use of this parameter (if implemented) provided with the job.
GP2	0-65535			General Purpose Reserved variable used on a per job basis. Documentation on the use of this parameter (if implemented) provided with the job.
GP3	0-65535			General Purpose Reserved variable used on a per job basis. Documentation on the use of this parameter (if implemented) provided with the job.
IRC	0-# cars	0	Car #	Must be set to select which car will be the Inconspicuous Riser Car when the IR switch is activated. If set to 0, no IR Car will be selected.
LBY	1 - # Fl.	1	Fl.#	LoBbY Floor: Main lobby designation
LER	0-#cars	1	# Cars	Lobby Elevator Request: Number of cars that must be at lobby floor is equal to 'n'.
LRP	0-960	8	1/16 Sec.	Lobby Request Penalty time



MEP	1-# Cars	1	# cars	Maximum cars for Emergency Power: Maximum number of car which can operate simultaneously under emergency power
MID	2-320	18	1/16 Sec.	Minimum ETA Differential: Min differential ETA during call SCAN to prevent reassignment. For example, if MID is set at 3/4 sec (12), no calls will be reassigned when the Minimum ETA is less than MID.
MIE	0-65535			Minimum Eta compare. Used with job specific software to set a minimum limit on the ETA to execute a specific function.
MTT	0-32767	300	1/16 Sec.	Max allowed Travel Time: Maximum (ETA) to lobby in order to consider a car in a good position to become next-up or to be dispatched to the lobby floor.
MXD	2-120	12	Sec.	Maximum ETA Differential: Max differential ETA during call SCAN to force a reassignment. For example, if MXD is set for 2 seconds (32), another car must be in a better position by more than MXD to force a reassignment to that car.
MXE	0-65535	0		Maximum ETA compare. Used with job specific software to set a maximum limit on the ETA to execute a specific function.
NCF	1-149	0	# Codes	Number of Codes available per Floor for keypad security. This number multiplied by number of floors must be 299 or less. NOTE: If this value is changed, all new codes must be entered.
NDH	5-480	220	1/16 Sec.	Next-Up Door Hold time: Door hold time at lobby terminal. Note: when calls are registered, this value becomes smaller in order to release the car faster.
NDP	10-1440	350	Sec.	Next-Up Dispatch Penalty time: When a car is Next-Up, a call's ETA must be greater than NDP parameter. For better traffic handling, this value should be smaller in a Duplex operation to enable lobby car to be more responsive.
NZN	0-6	0	# Zones	Number of Zone floor pointers (ZN1 through ZN6).
PFT	0-60	8	2 Sec.	Time the car must be Free to Park
RLB	1-# floors	2	Rear Fl.#	Rear Lobby floor
RLR	0-# cars	1	# Cars	Rear Lobby number of car Requests
RRT	0-65535	20	Sec.	Remote car Travel Time. Time allowed for remote car to travel to emergency power floor during Recall operation.
RST	0-65535	5	Sec.	Remote car Sequence Time. Time delay to select next remote car during emergency power recall operation.
RTO	0-65535	25	Sec.	Remote car Time-Out during emergency power recall operation. Time delay for remote car to give drive running signal after group has given a drive enable signal.
S5C	0-FFFF	0		Special Communications between a SWIFT®-5000 car and SWIFT® FUTURA™ car/group. Bits 0-7 are set for the corresponding SWIFT®-5000 cars 1-8. Special software and hardware is required for this option.
TXC	0-7	0		Text Color



UCC	1-20	6	# Trips	Up-Peak Car-Call Count trigger: Number of trips from Lobby registering more than 2 Car Calls will trigger Up Peak operation mode.
UDP	10-960	60	1/16 Sec.	Up-Peak Dispatch Penalty time.
UDT	10-255	15	Sec.	Up-Peak Duration Time : The minimum duration of Up Peak after being triggered.
ULC	1-20	5	# Trips	Up-Peak Load Switch Count trigger: Number of trips (in a time interval) from the lobby floor which will trigger Up Peak operation.
VP1	1-# floors	0		Selects the floor at which the VIP1 input is used. i.e. if set to 4 then floor 4 would be the VIP floor when VIP1 input is activated.
VP2	1-# floors	0		Selects the floor at which the VIP2 input is used. i.e. if set to 4 then floor 4 would be the VIP floor when VIP2 input is activated
ZN1	1-# floors	1	Fl.#	ZoNe One (1) floor pointer: The car remains at the last floor served for normal operation.
ZN2		1	Fl.#	ZoNe Two (2) floor pointer
ZN3		1	Fl.#	ZoNe Three (3) floor pointer
ZN4		1	Fl.#	ZoNe Four (4) floor pointer
ZN5		1	Fl.#	ZoNe Five (5) floor pointer
ZN6		1	Fl.#	ZoNe Six (6) floor pointer



GROUP RELATED CAR ETA PARAMETERS

Note: <REE> command must be equal to the car number to access these parameters.

PARAMETER	RANGE	DEFAULT	UNITS	DESCRIPTION OF GROUP ADJUSTMENT PARAMETER
ACC	16-255	30	1/16 Sec.	Average ACC eleration Time: Average time car needs to Accelerate to top speed.
ATT	8-160	60	1/16 Sec.	A verage (passengers) T ransfer T ime: The average time the doors are fully opened. A value of 64 (4 seconds) is about normal.
BTT	0-720	0	1/16 Sec.	B lind T ravel T ime: The time it takes to travel through blind shaft at top speed. See SPE for calculation. Multiply SPE by number of floors covered by blind shaft.
DCT	16-160	40	1/16 Sec.	D oor C losing T ime. Average time car needs to close its doors.
DEC	16-255	30	1/16 Sec.	DEC eleration Time: Average time it takes car to decelerate from top speed.
DOT	16-160	30	1/16 Sec.	D oor O pening T ime. Average time car needs to open its doors.
GPT	0-720	240	1/16 Sec.	G enerator S tart P enalty T ime: GPT is the penalty used in the ETA calculation to assign a call to a car with its Motor Generator (MG) set off. This is a potential energy-saving feature.
SPE	4-48	12	Calc.	S peed of E levator in Time Units: One typical floor travel time. If the average floor height (H) is 12 feet, and the speed (S) of the car is 500 FPM then one floor travel time in "tu", or "time units" (16 "tu" in one second) is: $(h / (s / 60)) * 16$ (12 / (500/60)) * 16 = 23 tu or $\{H \text{ in meters} * 3.28\} / \{(S \text{ in m/s}) / 0.3048\} * 16 = \text{tu}$