



SECTION 13 - CAR ADJUSTMENT PARAMETERS

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

PARAMETER	RANGE	DEFAULT	UNITS	DESCRIPTION/UNITS OF CAR ADJUSTMENT PARAMETER
ABT	0-65535	0	SEC	Attendant Buzzer Time. Duration timer for the attendant buzzer to sound while a hall call is not being serviced.
ACB	0-65535	16	DPP	Bottom AC cess offset from SLD1 (Slow Down Limit Switch input): On access mode, this parameter value equals the number of DPP counts at which the car will stop when traveling UP from the SLD1 limit switch.
ACF	1-6	1	FL.#	AC cess Floor when mid-shaft.
ACR	75-300	150	Feet/ min/ sec	AC celeration Rate: The rate of constant acceleration for the car to top speed. Divide ACR parameter by 60 to convert value into feet-per-second. (multiply ACR by 0.00508 to convert to m/s ²)
ACT	0-65535	0	DPP	Top AC cess offset from SLU1: On access mode, this is the number of DPP counts at which the car will stop when traveling down from the SLU1 limit switch.
AND	0-10	0	# Car calls	AN ti- D umping: Number of Car Calls which must be registered to enable dumping all the car calls when the Anti-Nuisance Load switch is not triggered.
ARR	1-480	250	Fpm/s ²	AC celeration Roll Rate into top speed.
AST	5-180	30	SEC	Aut omatic S ervice Time-out: After this time, car is taken out of group service or hall service.
BAL	0-100	0	%CWT	BAL anced load (percent). Set to the percent that the car is counterweighted to obtain balanced load. Set to a value of 45 for 45% counterweighting.
BCD	0-64	16	1/64 SEC	Br ake C ontrol D rop delay timer. Controls drop time for Brake Controller (BKC output) after car stops.
BCL	0-32	16	1/64 SEC	Br ake C ontrol L ift timer delay. This parameter delays BKC output from energizing BK contactor: Note: Only used on VVVF drives.
BDD	0-320	16	1/64 SEC	Br ake D rop D elay. Time delay after the 2" (5 cm) door zone point is reached to begin reducing the brake voltage to zero volts.
BDT	0-320	16	1/64 SEC	Br ake D rop T ime. The rate at which the brake voltage is dropped from the Brake Hold Voltage to zero volts.
BED	1-65535	JOB	NUM.	B uilding E levator D esignation number (Shown on Car Diagnostic screen.)
BHD	0-320	128	1/64 SEC	Br ake H old D elay. Time delay before dropping to Hold voltage. During delay time the brake voltage is set to the brake lift voltage.
BHV	0-500	JOB	VOLTS	Br ake H old V oltage.
BLD	0-65535 SEC	16	1/64 SEC	Br ake L ift D elay: Brake lift delay after a start sequence is initiated.



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BLT	0-320	1	1/64 SEC	Brake Lift Time. Rate in which brake voltage is changed starting from Brake Start Lift voltage to Brake Lift Voltage.
BLV	10-500	JOB	VOLTS	Brake Lift Voltage. This voltage value must be less than 90% of the Brake Maximum Voltage (BMV) parameter.
BMA	1-20	JOB	AMPS	Brake Maximum Amps. This value should match the board's DC current configuration jumper setting.
BMV	20-500	JOB	VOLTS	Brake Maximum Line Voltage. AC line voltage supplied to brake board. Value of this voltage parameter times 0.9 must be > Brake Lift Voltage (BLV parameter) .
BRR	0-65535	JOB	NUMERIC	Brake Regulator Resistance configuration. Brake Board scaling factor.
BRS	0-500	JOB	VOLTS	Brake Re-level Start lift Voltage. This brake voltage value is immediately output to the brake when a re-level is initiated.
BRT	0-320	4	1/64 SEC	Brake Re-level lift Time. The rate in which the brake voltage is increased from the Brake Re-level Start voltage to the Brake Re-level Lift Voltage.
BRV	1-500	JOB	VOLTS	Brake Re-level Voltage. Lift voltage during a re-level.
BSL	0-100	JOB	VOLTS	Brake Start Lift Voltage. This brake voltage value is immediately output to the brake when a run is initiated.
CCD	1-128	3	# CALLS	Car Call Dumping: Number of Car Calls that a car will answer without the Electric Eye (EE input) activated (before canceling the remaining Car Calls) .
CCN	1-15	JOB	NUMERIC	Car Communications Number. This parameter identifies the car for Car To Group communications.
CDH	1000- 65535	1000	DPP	Counter-weight Derailment High collision zone: The Counter-weight derailment collision zone must be established at the job site. When traveling up in inspection mode, the CDL parameter (Counter-weight Derailment Low) point is when the Top of the Car meets the bottom of the counter-weight. The CDH point is when the Bottom of the Car meets the Top of the counter-weight. These two points must be established and the Digital Position Count (DPC or DPP) must be entered with the CDL and CDH parameters. The CDH point can be approximated by measuring the total length of the Car and the Counter-weight. This length can then be translated into Digital Position Count (or DPP). This length Value can be added to CDL in order to determine the CDH point.
CDL	1000- 65535	1000	DPP	Counter-weight Derailment Low collision zone. Refer to CDH parameter for definition.
CDT	16-200	5	SEC	Door Open (Standing) Time (1 to 12.5 seconds) for a Car Call Stop (no hall calls) .
CIT	0-65535	48	SYS TIME	CPU Interrupt Test. Individual bits are set to display system timing. BITS <ul style="list-style-type: none"> 0 - Real time clock interrupt 1 - Sequence clock interrupt 2 - Group to Car communications timer
CKT	0-128	80	1/16 SEC	Coded Call Keypad entry Time (Use with optional keypad security) Entry time-limit to press the four push-button codes required during security mode. If this time elapses without completing the code, process is aborted & you must restart.



PARAMETER	RANGE	DEFAULT	UNITS	DESCRIPTION/UNITS OF CAR ADJUSTMENT PARAMETER																																																																
COT	1-16777215	SCAN	DPP	<p>Center Of Target: This value is the DPP position for where the center of the floor target is located. COT parameters are set during auto-setup. See FOF for adjusting to place the car level to the door sill.</p> <p>C# 1=> COT</p>																																																																
				<table border="1"> <thead> <tr> <th>FLOOR #</th> <th>COT</th> <th>FOF</th> <th>FCP</th> </tr> </thead> <tbody> <tr><td>1</td><td>1000</td><td>-6</td><td>994</td></tr> <tr><td>2</td><td>1400</td><td>0</td><td>1400</td></tr> <tr><td>3</td><td>1800</td><td>0</td><td>1800</td></tr> <tr><td>4</td><td>2200</td><td>0</td><td>2200</td></tr> <tr><td>5</td><td>2600</td><td>-2</td><td>2598</td></tr> <tr><td>6</td><td>3000</td><td>0</td><td>3000</td></tr> <tr><td>7</td><td>3400</td><td>0</td><td>3400</td></tr> <tr><td>8</td><td>3800</td><td>+4</td><td>3804</td></tr> <tr><td>9</td><td>4200</td><td>0</td><td>4200</td></tr> <tr><td>10</td><td>4600</td><td>0</td><td>4600</td></tr> <tr><td>11</td><td>5000</td><td>0</td><td>5000</td></tr> <tr><td>12</td><td>5400</td><td>0</td><td>5400</td></tr> <tr><td>13</td><td>5800</td><td>0</td><td>5800</td></tr> <tr><td>14</td><td>6200</td><td>0</td><td>6200</td></tr> <tr><td>15</td><td>6600</td><td>0</td><td>6600</td></tr> </tbody> </table>	FLOOR #	COT	FOF	FCP	1	1000	-6	994	2	1400	0	1400	3	1800	0	1800	4	2200	0	2200	5	2600	-2	2598	6	3000	0	3000	7	3400	0	3400	8	3800	+4	3804	9	4200	0	4200	10	4600	0	4600	11	5000	0	5000	12	5400	0	5400	13	5800	0	5800	14	6200	0	6200	15	6600	0	6600
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CS1	0-65535			Control Status Word (Car) 1 (See CSW Bit Commands p.7-19, not FLTXn param.)																																																																
CS2	0-65535			Control Status Word (Car) 2 (See CSW Bit Commands p.7-20, not FLTXn param.)																																																																
CS3	0-65535			Control Status Word (Car) 3 (See CSW Bit Commands p.7-21, not FLTXn param.)																																																																
CS4	0-65535			Control Status Word (Car) 4 (See CSW Bit Commands p.7-21, not FLTXn param.)																																																																
CS5	0-65535			Control Status Word (Car) 5 (See CSW Bit Commands p.7-22, not FLTXn param.)																																																																
CS6	0-65535			Control Status Word (Car) 6 (See CSW Bit Commands p.7-22, not FLTXn param.)																																																																
CS7	0-65535			Control Status Word (Car) 7 (See CSW Bit Commands p.7-23, not FLTXn param.)																																																																
CS8	0-65535			Control Status Word (Car) 8 (See CSW Bit Commands p.7-23, not FLTXn param.)																																																																
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CSW	0-65535			Control Status Word (Car) 0 (See CSW Bit Commands p.7-19, not FLTXn param.)																																																																
CTD	0-1000	5	SEC	Car call Test Delay time: Delay before re-entering all car calls during car call test routine.																																																																



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DRR	1-480	250	Fpm/s ²	Decel Roll Rate: The rate in which the car rolls into Constant Deceleration from Top Speed.
DCT	1-128	10	1/16 SEC	Drive Run Control Time: Time in which the drive stays energized after the car stops at the floor.
DCC	0-20	6	DOOR CYCLES	Door Cycle Protection Counter: Number of time the Doors cycle without getting the Door close limit or the Door locks.
DCP	5-20	12	SEC	Door Close Protective time: The amount of time the doors are given to close before taken out of service on Door Protect.
DDT	0-80	8	1/16 SEC	Door Open Time after activation of DOB (Door Open Buzzer) input.
DER	80-300	150	Feet/ min/ sec	DEceleration Rate: The rate of Constant Deceleration of the car to the transfer to leveling. Divide DER by 60 to convert to feet per second.(or multiply DER by 0.00508 to convert to m/s ²).
DHT	0-64	15	1/16 SEC	Door Hold Time: Delay time before high speed door opening. Only used on Dover OHS door operator circuits.
DIT	0-16	1	1/16 SEC	Door Interlock Time: Time delay between switching from door close to door open.
DLR	0-65535	JOB	DPP	Down Limit position count Reference: The position (p) associated with the limit (n) -- (n) must be entered and has a range of 1 through 5; (p) is the absolute position in DPP of the limit (n). The value of (p) must increase at the bottom floor with (n=1) to (n=5), and for the top floor with (n=5) to (n=1). Note the Up limit (1) is further away from the bottom floor than the Up limit (5).
DMD	Calculated			Digital Multiplier for Down direction. NON-Serial Interfaced Drives Only. The top speed can also be individually fine tuned. The programmed value for 'DMD' is (512,000 /Top-Speed for 12 bit DAC) or 1024 for a 500 fpm job. The adjustment range is +/- 24 bits from this calculated value. For a 16 bit DAC, the programmed value for 'DMD' is (4,096,000/Top-Speed) or 8192 for a 500 fpm job and a range of +/- 196 bits from the calculated value.
DMU	Calculated			Digital Multiplier for Up direction. NON-Serial Interfaced Drives Only. The top speed can also be individually fine tuned. The programmed value for 'DMU' is: (512,000 /Top-Speed for 12 bit DAC) or 1024 for a 500 fpm job. The adjustment range is +/- 24 bits from this calculated value. For a 16 bit DAC, the programmed value for 'DMU' is (4,096,000/Top-Speed) or 8192 for a 500 fpm job and a range of +/- 196 bits from the calculated value.
DOD	0-32	12	1/16 SEC	Door Open Delay time: Only used on OTIS 6970 operators
DOH	0-360	15	SEC	Extra Door Open button Hold time: Only used with Door Hold buttons.
DOP	5-20	18	SEC	Door Open Protective time: Amount of time allowed to open the doors before taken out of service on Door Protect.
DOT	0-60	15	SEC	Door Open Button Time-out: Maximum amount of time doors are allowed to remain open from the Door open button input.



PARAMETER	RANGE	DEFAULT	UNITS	DESCRIPTION/UNITS OF CAR ADJUSTMENT PARAMETER
DPD	0-20	0	DPP	Digital Position ADjustment: DPP (Digital Position Pulse) adjustment at the 12 inch (30 cm) and at the 6 inch (15 cm) leveling zone. If there is an error from the DPP at the 12" or at the 6" target, DPD parameter is the correction adjustment. If no correction is desired, such as during set-up, set DPD to zero.
DPF	160-960	JOB	DPP	Dpp Per Foot (dpp x 10) . The number of dpp counts per foot that the controller is expecting to count. Set to 320 for 32.0 dpp per foot on standard jobs.
DPL	0-40	32	DPP	Digital Position at 12 inch Leveling: Digital Position is calculated from floor position reference that should be at the 12 inch (30 cm) target. It is normally set to 31 or 32. ($12'' / 0.375''$) = 32 (or 30 cm/ 0.95 cm)
DPZ	0-20	16	DPP	Digital Position at 6 inch Zone: Digital position, calculated from floor position reference, that should be at the 6 inch (15 cm) target. It is normally set to 15 or 16. ($6'' / 0.375''$) = 16 (or 15 cm/ 0.95 cm)
DRV	0-80	0	SEC	Door ReVersal (Optional) used with a Door Reversal Limit switch and operates at 1/2 the Door Reversal time. Prevents the door from fully opening during Electric Eye (EE input) reopening when the DRV parameter time expires. The doors will continue to operate until Door Open Limit (DOL) input deactivated.
DZO	CALCULATED			Digital Zero Offset. NON-Serial Interfaced Drives Only. True zero speed is 2048 for a 12 bit DAC and 32768 for a 16 bit DAC. To compensate for low velocity error (leveling speed) , the zero offset can be adjusted by +/- 40 bits OR +/- 640 bits for 12 and 16 bit DACs respectively.
EDR	0-65535	JOB	DPPs	Distance in DPPs that the Down Emergency Terminal Switch opens.
EDS	NO RANGE			Emergency Dispatch floor Setting: If car communication is lost with dispatcher, car will stop at floors set with this command. Setup in the Black Terminal mode of Wizard only. Note that the direction in which stops are made can also be set. When prompted, answer `Y' or `N' if a stop is desired for that floor, and `U', `D' or `B' for Up, Down or Both Up and Down respectively, for the direction of stop.
EPF	1- # FLs	1	FLOOR #	Emergency Power recall Floor: The default recall floor for automatic emergency power sequence.
ESV	0-65535	JOB	FPM	Emergency Slowdown Velocity: Maximum speed reference output at the (n) th slowdown limit switch. If car velocity exceeds limit velocity, speed reference will be clamped to ESV parameter setting.
ETV	0-65535	JOB	FPM	Emergency Terminal slowdown Velocity: Maximum velocity allowed at ETS limit switch.
EUR	0-65535	JOB	DPPs	Distance in DPPs that the UP Emergency Terminal Switch opens.
FAL	1- # FLs	2	FLOOR #	Fire Recall Alternate Floor: The alternate floor to which cars recall when main default fire floor sensors are activated (See FIR param).
FBC	0-400	30	AMPS	Field Board Current rating. Amperage for which the motor field board is jumpered.



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FBT	1-65535	1	1/64 SEC	Fire Bypass Timer for fire GSA standard.																																																																								
FDZ	1-32	5	DPP	Floor Dead Zone: The number of counts the car must go out of dead level to cause the car to re-level. (In DPP counts)																																																																								
FEV	0-2000	0	FPM	Feed forward End Velocity. When the car is slowing down and the car velocity is less than this parameter value, the controller will signal the drive to remove the speed reference feed forward. The drive must be setup for this feature and CS9 BIT 2 must also be set in the controller.																																																																								
FIR	1- # FLs	1	FLOOR #	Fire Recall Floor: The main fire floor default for phase 1 recall mode.																																																																								
FLV (MG Only)	0-480	290	VOLTS	Field Line Voltage: The nominal single phase AC line voltage that is input to the field power circuit.																																																																								
FOF(n)	-31-+31	0	DPP	<p>Floor Offset: This is the number of counts to adjust the floor's dead level position. The count is in DPP and is entered as a positive number for up and a negative number for down. "n" selects a particular floor.</p> <p>The car stops from the FCP count, which is the center of target plus or minus the floor offset. The floor offset can be adjusted up or down up to 1 inch. FCP = COT +/- FOF. C# 1=> FOF</p> <table border="0"> <thead> <tr> <th>FLOOR #</th> <th>COT</th> <th>FOF</th> <th>FCP</th> </tr> </thead> <tbody> <tr><td>1</td><td>1000</td><td>-6</td><td>994</td></tr> <tr><td>2</td><td>1400</td><td>0</td><td>1400</td></tr> <tr><td>3</td><td>1800</td><td>0</td><td>1800</td></tr> <tr><td>4</td><td>2200</td><td>0</td><td>2200</td></tr> <tr><td>5</td><td>2600</td><td>-2</td><td>2598</td></tr> <tr><td>6</td><td>3000</td><td>0</td><td>3000</td></tr> <tr><td>7</td><td>3400</td><td>0</td><td>3400</td></tr> <tr><td>8</td><td>3800</td><td>0</td><td>3800</td></tr> <tr><td>9</td><td>4200</td><td>0</td><td>4200</td></tr> <tr><td>10</td><td>4600</td><td>0</td><td>4600</td></tr> <tr><td>11</td><td>5000</td><td>0</td><td>5000</td></tr> <tr><td>12</td><td>5400</td><td>0</td><td>5400</td></tr> <tr><td>13</td><td>5800</td><td>0</td><td>5800</td></tr> <tr><td>14</td><td>6200</td><td>0</td><td>6600</td></tr> <tr><td>15</td><td>6600</td><td>0</td><td>6600</td></tr> </tbody> </table> <p>C# 1=> FOF1=0-6</p> <table border="0"> <thead> <tr> <th>FLOOR #</th> <th>COT</th> <th>FOF</th> <th>FCP</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1000</td> <td>- 6</td> <td>994</td> </tr> </tbody> </table> <p>FOF5 = 0-2 Moves the dead level position for floor 5 down by 2. FOF8 = 4 Moves the dead level position for floor 8 up by 4.</p> <p>Note: 0 must be entered before a negative number, i.e., -8 would be entered as 0 - 8.</p>	FLOOR #	COT	FOF	FCP	1	1000	-6	994	2	1400	0	1400	3	1800	0	1800	4	2200	0	2200	5	2600	-2	2598	6	3000	0	3000	7	3400	0	3400	8	3800	0	3800	9	4200	0	4200	10	4600	0	4600	11	5000	0	5000	12	5400	0	5400	13	5800	0	5800	14	6200	0	6600	15	6600	0	6600	FLOOR #	COT	FOF	FCP	1	1000	- 6	994
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FRC	1-8	3	RESETS	Fault Retry Count. The number of times the controller will try to recover from a motion fault and return to automatic service before shutting down.																																																																								
FSD	0-24	0	1/64 SEC	Final Stop Damping. Velocity Damping during the final stop. The damping time represents the number of samples that																																																																								



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				are averaged every 1/64 second. On final stop, the demand velocity is changed from the leveling velocity to zero instantly. Having a damping of 8 would cause the velocity to slope down from the leveling velocity to zero in 1/8 second (8/64).
FSO	0-26	3	DPP	Floor Stop Offset: Number of counts prior to reaching the floor dead level position that a stop sequence begins for a normal run. (In DPP counts)
FSR (MG Only)	0-128	8	1/16 SEC	Field Strength Rate: Rate at which Weak Field Voltage (WFV) parameter increased to Run Field Voltage (RFV) parameter.
FSS (MG Only)	10-2000	2000	FPM	Field Strength Speed: The car speed (fpm) at which the field regulator begins to strengthen the motor field voltage during deceleration.
FSV	0-2000	0	FPM	Feed forward Start Velocity (fpm). Upon the start of a run when the car velocity is greater than this parameter value, the controller will signal the drive to use some amount of speed reference feed forward. The drive must be setup for this feature and CS9 BIT 2 must also be set in the controller.
FWR (MG Only)	0-128	8	1/16 SEC	Field Weaken Rate: The time in which Motor Field Voltage will decrease from Run (full) Field Voltage (RFV) to Weak Field Voltage (WFV) parameter value.
FWS (MG Only)	10-2000	2000	FPM	Field Weakening Speed: The car speed (fpm) at which the field regulator begins to weaken the motor field voltage during acceleration.
GCT	0-32	12	1/16 SEC	Gong Cycle Time: Total On & Off time for the Down Lantern signal (1/16 sec).
GDB	4-64	4	1/64 SEC	Gate and lock DeBounce time: Time to debounce the gate and lock signals to prevent a false start caused by the gate or lock bouncing.
GLV	0-200	160	FPM	Gate and Lock Velocity limit. Maximum car velocity allowed by VFC board when GL1 input is deactivated.
GOT	0-32	7	1/16 SEC	Gong Off Time: On time = GCT - GOT; Off time = GOT
GP1	0-65535 (Software Specific)			General Purpose parameter
GP2	0-65535 (Software Specific)			General Purpose parameter
GP4	0-65535 (Software Specific)			General Purpose parameter
GP5	0-65535 (Software Specific)			General Purpose parameter
GRT	20-360	180	SEC	Generator Run Time: This is time period that Motor Generator (MG) will be ON after the last call.
HBT	0-32	8	1/16 SEC	Handicap Buzzer Time (HBZ output) Floor Passing Tone. OnTime (pulse function of Handicap Buzzer)
HDT	0-60	15	SEC	Car Homing Door open Time
HLD	0-60	0	SEC	Hall Lantern Delay: Delay from slowdown initiation to send lantern output signal (ULT & DLT parameters) .
HM1	1- # FLs	1	FLOOR #	Car HoMing floor designation 1: A maximum of four (4) floors can be designated for Homing. The HM1 through HM4 parameters match the HM1 through HM4 input names. The floor designation does not have to be sequential.
HM2	1- # FLs	1	FLOOR #	Car HoMing floor designation 2
HM3	1- # FLs	1	FLOOR #	Car HoMing floor designation 3
HM4	1- # FLs	1	FLOOR #	Car HoMing floor designation 4
HTT	0-65535	35	FLOOR #	High Speed Travel Timer: Maximum time the car is allowed to run at high speed.



PARAMETER	RANGE	DEFAULT	UNITS	DESCRIPTION/UNITS OF CAR ADJUSTMENT PARAMETER																																				
IFT	0-301	15	SEC	Independent to Fire Time: Time system takes to override independent service during Fire Phase I operation.																																				
IRV	0-150	150	FPM	Inspection Run Velocity limit. VFC board velocity limit when car is running on inspection mode.																																				
IVE	0-100	35	FPM	Inspection VELOCITY: The Inspection velocity is set at 50 FPM (0.25 m/s) when the controller is shipped.																																				
LAG	1-320	0	1/64 SEC	Car LAG compensation																																				
LBY	1- # FLs	1	FLOOR #	LobBY Floor: Default recall floor during regular zoning services.																																				
LDC	0-65535	0	NUM.	<p>LeD Control variable: This parameter changes what data is output to the front cover LEDs.</p> <table border="1"> <thead> <tr> <th>Bits</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0=Display input, 1=Display outputs (for i/o data display)</td> </tr> <tr> <td>1</td> <td>0=Display i/o data, 1=Display trace data</td> </tr> <tr> <td>2</td> <td>0=Display trace low byte, 1=Display trace high byte</td> </tr> </tbody> </table>	Bits	Description	0	0=Display input, 1=Display outputs (for i/o data display)	1	0=Display i/o data, 1=Display trace data	2	0=Display trace low byte, 1=Display trace high byte																												
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LDD	0-9	0	NUM.	LeD Diagnostic trace selection variable: Selects which trace variable data is displayed on the front panel LEDs. The trace locations are setup from the TRA and TRB commands.																																				
LDN	0-7	3	I/O #	LeD I2C i/o board Number. Each I2C port handles 8 input boards and 8 output boards. This variable selects the board number for the i/o data to be displayed on the front cover LEDs.																																				
LDP	0-16	0	PORT #	<p>LeD Port variable: Selects which i/o port data to output to the front cover LEDs.</p> <table border="1"> <thead> <tr> <th>Port #</th> <th>IIC Device Controller</th> </tr> </thead> <tbody> <tr><td>0</td><td>VIC Velocity Interface Controller</td></tr> <tr><td>1</td><td>MIC Motor Room Interface Controller</td></tr> <tr><td>2</td><td>MPC1 Motor Room Port Controller 1</td></tr> <tr><td>3</td><td>MPC2 Motor Room Port Controller 2</td></tr> <tr><td>4</td><td>MPC3 Motor Room Port Controller 3</td></tr> <tr><td>5</td><td>MPC4 Motor Room Port Controller 4</td></tr> <tr><td>6</td><td>MPC5 Motor Room Port Controller 5</td></tr> <tr><td>7</td><td>MPC6 Motor Room Port Controller 6</td></tr> <tr><td>8</td><td>TOC Top of Car</td></tr> <tr><td>9</td><td>COP Car Operating Panel</td></tr> <tr><td>10</td><td>RCOP Rear Car Operating Panel</td></tr> <tr><td>11</td><td>CPC1 Car Port Controller 1</td></tr> <tr><td>12</td><td>CPC2 Car Port Controller 2</td></tr> <tr><td>13</td><td>CPC3 Car Port Controller 3</td></tr> <tr><td>14</td><td>CPC4 Car Port Controller 4</td></tr> <tr><td>15</td><td>CPC5 Car Port Controller 5</td></tr> <tr><td>16</td><td>CPC6 Car Port Controller 6</td></tr> </tbody> </table>	Port #	IIC Device Controller	0	VIC Velocity Interface Controller	1	MIC Motor Room Interface Controller	2	MPC1 Motor Room Port Controller 1	3	MPC2 Motor Room Port Controller 2	4	MPC3 Motor Room Port Controller 3	5	MPC4 Motor Room Port Controller 4	6	MPC5 Motor Room Port Controller 5	7	MPC6 Motor Room Port Controller 6	8	TOC Top of Car	9	COP Car Operating Panel	10	RCOP Rear Car Operating Panel	11	CPC1 Car Port Controller 1	12	CPC2 Car Port Controller 2	13	CPC3 Car Port Controller 3	14	CPC4 Car Port Controller 4	15	CPC5 Car Port Controller 5	16	CPC6 Car Port Controller 6
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LDT	32-200	48	1/16 sec	Long Door Open (Standing) Time (2 to 12.5 seconds) for a hall call.																																				
LFT	0-600	60	sec	Light and Fan Time: Special time out (in seconds) to turn off lights and fan inside car when car is parked. (Optional. The normal time is the same as GRT)																																				



PARAMETER	RANGE	DEFAULT	UNITS	DESCRIPTION/UNITS OF CAR ADJUSTMENT PARAMETER
LIC	16-25	20	msec	Low Intensity Cycle time (msec). Used to pulse the car call lights so they glow slightly while the call is not selected. Once the call is energized, the car call light turns on bright. This parameter controls the total on-off time (how fast the car call light is pulsed) . A cycle time set to 16 would be 62.5 Hz.
LIO	2-9	4	msec	Low Intensity On time (msec). The amount of time that car call light is on during each cycle time. If LIC is set to 16 milliseconds and LIO is set to 4 milliseconds, then the light will be pulsed with a 25% duty cycle.
LND	0-65535	0	1/16 sec	Local Next-Up Door time: Only used for simplex car when Lobby Recall feature enabled
LPE	1-65535	50	DPP	Terminal Limit switch Position Error: Position error that will result in an emergency slow-down. When car approaches a terminal landing, the instantaneous position when the limit switch opens is compared with the Limit Position Reference (see ULR and DLR parameters). If this differential value is larger than LPE parameter values, the car will go into emergency slowdown.
LRR	1-480	250	Fpm/s ²	Leveling Roll Rate into leveling speed.
LTR	0-1000	300	Fpm/s	Linear Time Rate (feet/min/sec). Maximum change in demand velocity while the SM contactor is energized.
LVE	1-20	8	fpm	Leveling VELOCITY (feet per minute).
LWT	0-32	4	1/16 sec	Load Weighing de-bounce. The number of samples that are averaged each 1/16 second from the load weigher input. A value of 16 would give 16 samples continuously averaged over 1 second.
MAR	75-300	150	Fpm/s	Acceleration Rate when using MMS parameter for setting top speed. (MAR then replaces ACR parameter for setting Acceleration Rate).
MBT	0-65535	1	sec	Motor Blower Timer . Drop out timer for motor blower output.
MDR	80-3	150	Fpm/s	Deceleration Rate when using MMS parameter for setting top speed (MDR then replaces DER parameter for setting Deceleration Rate).
MFC	0-400	30	1/10 amp	Minimum Field Current . The minimum current required for the motor field board to detect that there is no field loss. This parameter is set in 1/10 amp increments.
MLG	1-320	0	1/64 SEC	Car LAG compensation using Deceleration using MVC operation.
MLV	0-65535	160	Fpm	Maximum Level Velocity : When leveling, maximum velocity at which the car can run with doors open.
MMS	0 - top speed	Top speed	Fpm	Maximum Car Speed . Sets top speed of car. Only functional when bit 5 on Control Status Word 7 (CS7) is set. Note: <u>IF MMS IS USED</u> , then the following parameters must be substituted also: Use MAR vs. ACR; Use MDR vs. DER; Use MDT vs. DTA; Use MMS vs. SST; Use MTL vs. TLM.
MRA	1-480	250	Fpm/s ²	Acceleration Roll Rate into top speed using MVC operation.
MRD	1-480	250	Fpm/s ²	Deceleration Roll Rate into top speed using MVC operation.
MRL	1-480	250	Fpm/s ²	Leveling Roll Rate into leveling speed using MVC operation.
MRS	1-480	250	Fpm/s ²	Start Roll Rate into acceleration using MVC operation.
MRT	0-65535			Maximum Run Timer : Maximum time the car is allowed to run per trip.



PARAMETER	RANGE	DEFAULT	UNITS	DESCRIPTION/UNITS OF CAR ADJUSTMENT PARAMETER
MRV	0-65535	160	Fpm	Maximum Re-level Velocity: Maximum velocity the car can run with the doors open when re-leveling.
MVD	0-24	5	1/64 sec	Minimum Velocity Damping Time period: Minimum time value for filtering out step value in the speed reference. The filtering time begins decreasing from VDT parameter value to MVD value when the speed reference is in deceleration mode.
NCF	0-12	0	Num	Number of Coded calls per Floor (Use with optional keypad security) Number of codes available per floor for keypad security. This number (*n) multiplied by the number of floors +1 must be less than the maximum of 300 code storage allocation. Note: If this value is changed, all new codes must be re-entered.
NDT	5-120	15	sec	Nudging Door Time
OST	0-65535	0	1/16 sec	Overlay Slowdown Timer. Used to control NS output.
PDT	0-128	0	1/64 sec	Preconditioning Delay Time. Used for both torque compensation and preconditioning. With torque compensation, this is the amount of time the torque compensation value is held for the drive. With preconditioning, this is the time delay before the speed reference soft start begins. The preconditioning offset of the speed reference starts immediately during the preconditioning delay time.
PPR	5-10000	job	PPR	Pulses Per Revolution: The motor encoder number of pulses per revolution. This is used by the VIC processor to calculate the velocity and direction of the car.
PPS	0-128	0	1/64 sec	Preconditioning Phase-out Start time. Delay time before starting the preconditioning speed reference offset.
PPT	0-196	0	1/64 sec	Preconditioning Phase-out Time. The duration to fade out the preconditioning speed reference offset.
PTF	0-160	16	Num	Post Trigger Frames: Number of diagnostic display frames saved after triggering.
RFV (MG Only)	1-600	120	volts	Rated Field Voltage: This is the Rated Field Voltage per the motor nameplate.
RLC	0-12	10	Re-level count	Number of times car will continuously re-level before being removed from service.
RPM	1-3600	job	Num	Revolutions Per Minute: The RPM of the motor. This parameter is used by the VIC processor to calculate the velocity and direction of the car.
RSO	0-20	4	DPP	Floor Re-level Stop Offset: Number of counts prior to reaching the floor dead level position that a stop sequence begins for a re-level. (In DPP counts)
RVE	1-24	9	FPM	Re-leveling VELOCITY (feet per minute)
SCT	2-18	18	1/16 sec	System Master Control Timer. Delay timer for SMC output that controls the SM contactor. This timer uses increments of 1/16 second to delay SMC input.
SDT	4-80	8	1/16 sec	Short Door Time (0.5 to 5 seconds) after Electric Eye (EE input) or Safety Edge (SE input) activation
SFV (MG Only)	10-300	60	VOLTS	Standby Field Voltage. Motor field voltage maintained when car not running.
SPC	0-20	6	cycles	Start Sequence Protection Counter: Normally adjusted for 6 cycles to try starting motion. Refer to Error code 18.
SRR	1-480	250	Fpm/s ²	Start Roll Rate from zero speed.



PARAMETER	RANGE	DEFAULT	UNITS	DESCRIPTION/UNITS OF CAR ADJUSTMENT PARAMETER
SSD	2-64	2	1/16 sec	Stop Sequence Delay (1/16 second) . Minimum time required for the car to stop and test for BK, SM and MC contacts to drop out before attempting another run.
SSV	0-36	0	FPM	Soft Start Velocity (fpm). This parameter offsets the initial starting velocity. Typically set to 0. This parameter does not account for load changes in the car.
TDF	0-16	8	1/16 sec	Time Damping before Fault: Fault damping time causes the car to shut-down when an out of sequence Tach signal or an out of sequence direction occurs. The greater the number, the more fault detection time necessary to cause the car to shutdown. (See Control Status Word Bit settings CS2 and CS3 - p.8-20,21)
TDT	0-7	3		Tach Damping Time (from Top of Car Transducer) : Digital tach damping time period. (Filtering)
TLV	0-10	5	DPP	Transfer to Leveling Vane (DPP): Distance from floor level at which the constant leveling velocity takes effect. NOTE: When car enters the 2 inch Leveling Zone (5 cm), a constant leveling velocity is introduced.
TRC	0-10,000	0		ToRque Compensation (units). For drive torque compensation, with 100% load, a value of 10,000 will dictate 100% motor torque. For speed reference preconditioning, with 100% load, a value of 10,000 will dictate a 10% offset in the speed reference.
TSV	1-65535	JOB	FPM	Terminal Slowdown limit Velocity: Maximum velocity reference (v) at the (n) th terminal slowdown limit switch. If the car velocity exceeds the Limit velocity, the computer will initiate an emergency slow-down. (n) must be entered and has a range of 1 through 5; (v) is the velocity associated with the terminal limit (n). The value of (v) must be increasing with (n=1) to (n=5).
TZO	2008-2088	32128-33408		Torque Zero Offset. DAC offset for an analog torque compensation output. True zero is set to 2048 for a 12 bit DAC and 32768 for a 16 bit DAC. This parameter allows a +/- 40 bit OR +/- 640 bit offset to compensate for a voltage offset error in the analog voltage amplifier.
ULR	1-65535	JOB	DPP	Up Limit position count Reference: The position (p) associated with the limit (n): (n) must be entered and has a range of 1 through 5; (p) is the absolute position in DPP of the limit (n). The value of (p) must increase at the bottom floor with (n=1) to (n=5), and for the top floor with (n=5) to (n=1) . Note the Up limit (1) is further away from the bottom floor than the Up limit (5).
VDD	0-24	12	1/64 sec	Velocity Damping Decrement. During deceleration, the VDT filtering time will decrement by the VDD value until the filtering time has reached the MVD parameter value.
VDF	0-20	16	1/16 sec	Velocity error for Drive Fault: Value of fault filtering or damping time causing the car to shut-down via panic motion fault when the velocity error is excessive. The greater the number, the more time is necessary to detect the fault causing the car shutdown. (See CS2, bits 2, 3 - p. 8-20, 21)
VDT	4-31	6	1/64 sec	Velocity Damping Time Period: The filtering or damping time period needed to remove any step values introduced during speed reference calculations..



PARAMETER	RANGE	DEFAULT	UNITS	DESCRIPTION/UNITS OF CAR ADJUSTMENT PARAMETER
VEE	50-350	150	FPM	V elocity E rror for E mergency slow-down: Velocity error that will result in an emergency timed slow-down. If the velocity difference between the digital demand and the digital velocity computed by DPP exceeds this value, the car will go into emergency slowdown. When the demand reaches top speed, this value is replaced by a percentage of top speed.
VPP	1-255	64	Num	V IC P osition P re-scale: Divider to make the number of pulses per foot for the VIC using the motor encoder to be close to the number of pulses per foot for the car encoder.
WFV (MG Only)	0-500	100	volts	W eak F ield V oltage: Voltage value for Weak Motor Field Voltage.
XDT	0-200	16	1/64	E Xtra D oor open (Standing) T ime (0-3 seconds): During a car/hall call stop, XDT parameter adds "door open" time to the Short Door Time (SDT parameter) once the Electronic Eye (EE device) is activated. Permits extra transfer time.