NO	DATE	REVISION	BY

ELEVATOR POWER
10A FUSED DISCONNECT
BY GENERAL CONTRACTOR

L1 L2 L3

POWER TRANSFORMER
WHERE PROVIDED
600V/3ø/60Hz OR
480V/3ø/60Hz OR
400V/3ø/50Hz
SECONDARY
240V/3ø/60Hz OR
230V/3ø/50Hz
1.7KVA

H1 H2 H3

DISCONNECT MEANS
A MEANS TO DISCONNECT THE DOOR CONTROLLER IS GENERALLY REQUIRED AS PART OF THE LOCAL ELECTRICAL CODE. A DISCONNECT SWITCH WITH (3)10AMP FUSES SHOULD BE PROVIDED BY THE GENERAL CONTRACTOR.

NOTE:
WHERE PROVIDED, AUTOMATIC DISCONNECT BY SPRINKLER ACTIVATION SHOULD ALSO DISCONNECT THE DOOR CONTROLLER.

MOTOR PROTECTION
MOTOR OVERLOAD PROTECTION IS NOT REQUIRED WHEN THE CONTROLLER IS USED AS PART OF THE OVERALL PEELLE DOOR SYSTEM, UTILIZING PEELLE CSA CERTIFIED DOOR, GATE AND RETIRING CAM MOTORS.

FU FU FU
R S T

FU
10 AMP FUSES
CLASS CC
TIME DELAY

RCR1 RCR2 RCR3
Y1 Y2 Y3

RETIRING CAM MOTOR(S)

INTERLOCK SIDE
RCM_F

OPPOSITE SIDES (IF PROVIDED) WIRE IN PARALLEL
RCM
Y1 Y2 Y3

HOISTWAY AND CAR DOOR MOTOR WIRING

T1 T6 T7 T8 T9

GH2 GH3 GL2 GL3

O1 C3 O2 C2

90 91

HI GM LO
GATE MOTOR

T1
T6–T7
T7–T6
T8–T9
T9–T8

HI GM LO

OPPOSITE SIDES (IF PROVIDED) WIRE IN PARALLEL OPPOSITE PHASE

C1 O3

DH2 DH3 DL2 DL3

T2 T3 T4 T5

ZONE SWITCH

Z_T R22 R23 R24 R25
Z_I R12 R13 R14 R15
Z_B R2 R3 R4 R5

HI DM LO

DOOR MOTORS
BOTH SIDES
(TOP FLOOR)

DOOR MOTORS
BOTH SIDES
(INTER FLOOR)

DOOR MOTORS
BOTH SIDES
(BOTTOM FLOOR)

R
S
T

RPR
PHASE MONITOR RELAY
GREEN=POWER
YELLOW=CORRECT PHASE

POWER SUPPLY
CSA CLASS 2
24VDC 3A
L
N
GND
+24V
−24V
+24
0V
GND

RPR
L1
L2
GND
PLC CPU
POWER
CONNECTION

GATE SOLENOID LOCK (OPTION)

GLASS FUSE 1.5A

TRANS
(H1) 220V
(H2) 220V
GND (S1)
120V (X1)
15V (X2)
24V (X3)
0V
17
O5 C5
O6 C6

NOTES:

---------- EXTERNAL WIRE ----------

———— INTERNAL WIRE ————

1. ALL LIMIT SWITCHES AND CONTACTS SHOWN WITH NO ACTION APPLIED
2. ◎ TERMINAL CONNECTION ON DOOR CONTROLLER
3. Ⓣ COMPONENT TERMINAL CONNECTIONS
4. ⊗ I/O TERMINAL CONNECTION ON PLC
5. CAR AND HALL PUSH BUTTONS BY OTHERS

ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
	DOORS / GATES / CABS
	RAILS
1	ELECTRICAL
	STOCKROOM
	FINAL ASSEMBLY
	SHIPPING
1	SHOP FIELD FOLDER
1	CUSTOMER F&D

PEELLE CONTROLLER MANUFACTURED FOR NEMA 1 RATED MACHINE ROOM.

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TITLE	REV	SCALE	SHT
DOOR CONTROLLER 274200D PLC 2–SPEED SINGLE LINE – STD AND SLA	–	N/A	1 OF 5
DATE		DRAWING	
DRAWN BY		SD	

NO	DATE	REVISION	BY

SLA OR STD OPERATION – DESCRIPTION

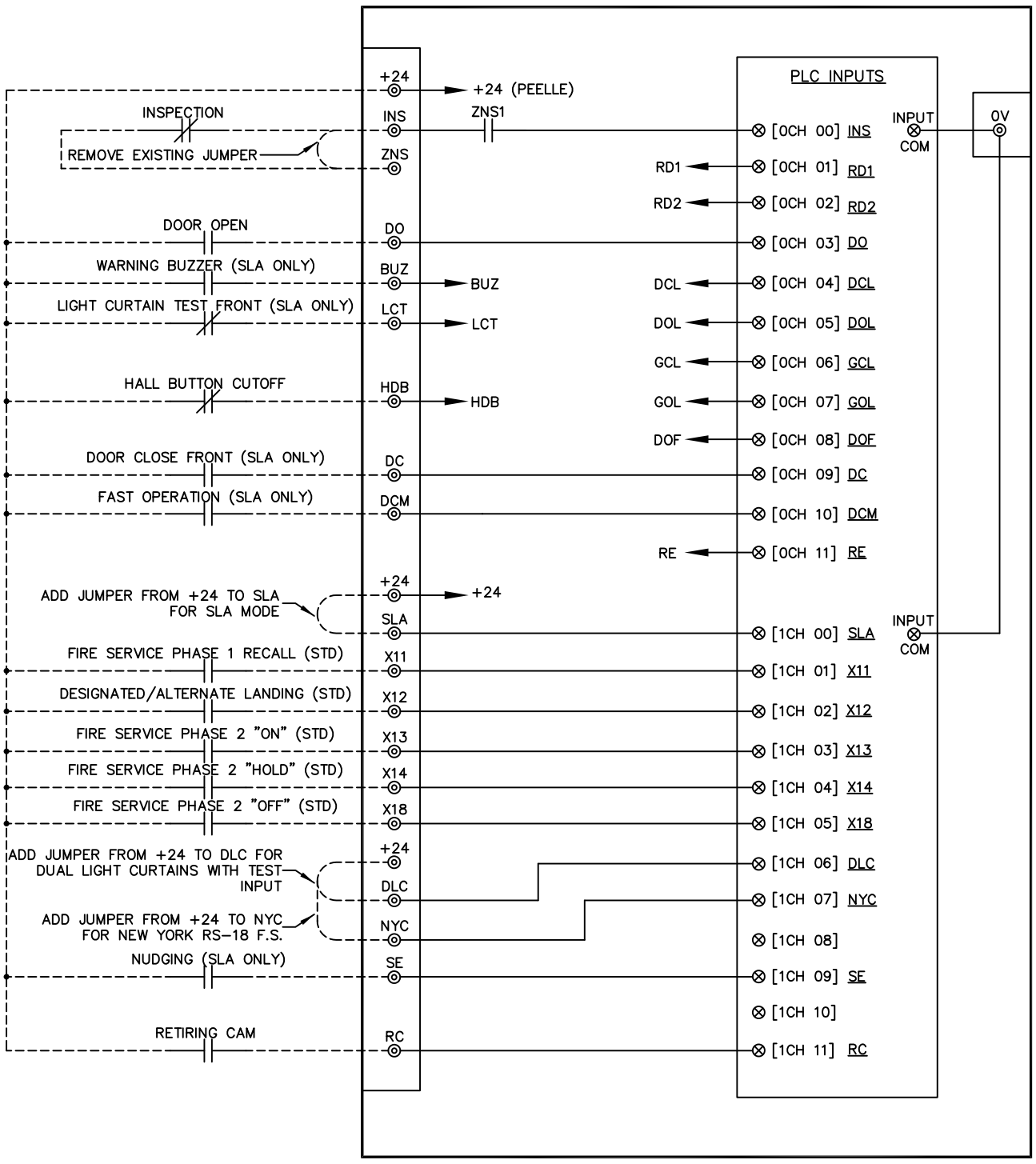
SEE ELEVATOR CONTROLLER DRAWINGS AND FOLLOW THE CORRECT PANEL TO PANEL CONNECTIONS FOR EITHER SLA OR STD OPERATION CONTROL INTERFACE. SET OR REMOVE JUMPER +24–SLA AS REQUIRED.

NOTE: CONTROLLER CAN NOT OPERATE IN BOTH SLA AND STD MODES.

SLA OPERATION
SLA OPERATION IS LIKE A PASSENGER DOOR CONTROLLER WITH RETIRING CAM. DOOR OPEN AND CLOSE BUTTONS ARE NOT WIRED TO THE PEELLE CONTROLLER. LIGHT CURTAIN REVERSAL, FIRE SERVICE OPERATION, AND AUTOMATIC CLOSING ARE ALL HANDLED BY THE ELEVATOR CONTOLLER. DOOR LIMITS AND SEQUENCE OPENING AND CLOSING IS DONE BY THE DOOR CONTROLLER USING THE SLA OPERATION CONTROL INTERFACE INITIATIONS.

STD OPERATION
STD OPERATION IS THE TRADITIONAL STAND–ALONE FREIGHT DOOR CONTROL SUPPLIED BY PEELLE. ALL DOOR DEVICES ARE WIRED DIRECTLY TO THE DOOR CONTROLLER. DOOR OPEN AND CLOSE BUTTONS, LIGHT CURTAIN REVERSAL, FIRE SERVICE OPERATION, AUTOMATIC CLOSING, AND DOOR LIMITS FOR SEQUENCE OPEN AND CLOSE ARE ALL HANDLED BY THE DOOR CONTROLLER USING THE STD OPERATION CONTROL INTERFACE INITIATIONS.

[SQUARE BRACKETS] = PLC OR RELAY INDICATOR
HI = LIGHT ON, LO = LIGHT OFF



SLA OPERATION – CONTROL INTERFACE

+24–SLA [1CH 00] – (ADD JUMPER)
SLA OPERATION SETTING
HI = SLA MODE

+24–DO [0CH 03]
DOOR OPEN INITIATION
HI (CONSTANT) = DOOR OPEN

+24–DC [0CH 09]
DOOR CLOSE INITIATION
HI (CONSTANT) = DOOR CLOSE

+24–DCM [0CH 10]
SIMULTANEOUS OPERATION DOOR AND GATE OPERATION
HI (CONSTANT) = SIMULTANEOUS

+24–SE [1CH 09]
GATE CLOSE SLOW SPEED (NUDGING)
HI = SLOW SPEED, LO = NORMAL SPEED

+24–RC [1CH 11]
RETIRING CAM INITIATION
HI = LIFT CAM, LO = WHENEVER CAR IS STOPPED

+24–BUZ [NO INDICATOR]
DOOR CLOSE WARNING BUZZER
HI = BUZZER ON

+24–LCT [NO INDICATOR]
LIGHT CURTAIN TEST
HI = NORMAL, LO (MOMENTARY) = INITIATE TEST
(ELEVATOR CONTROL TO REGISTER CHANGE OF STATE OF RD1 AND RD2 TO COMPLETE TEST)

STD OPERATION – CONTROL INTERFACE

+24–SLA [1CH 00] – (REMOVE JUMPER)
STD OPERATION SETTING
NO JUMPER +24 TO SLA
LO = STD MODE

+24–DLC [1CH 06] – (ADD JUMPER WHERE REQUIRED)
DUAL LIGHT CURTAINS WITH TEST INPUT FOR ASME A17.1–2008 TO 2010 CODE REQUIREMENTS
SET JUMPER +24 TO DLC
REMOVE JUMPER +24 TO RD2
INPUT HI – INDICATOR ON

+24–NYC [1CH 07] – (ADD JUMPER WHERE REQUIRED)
NEW YORK CITY RS–18 FIRE SERVICE REQUIREMENTS
SET JUMPER +24 TO NYC
INPUT HI – INDICATOR ON

ZNS–INS [0CH 00]
(REMOVE PURPLE JUMPERS)
INSPECTION CIRCUIT CUT–OFF
HI = DOOR OPERATION, LO = DOORS STOP

+24–DO [0CH 03]
DOOR OPEN, AUTO–OPEN INITIATION
HI (MOMENTARY) = DOOR OPEN

+24–DCM [0CH 10]
HI (MOMENTARY) = DOOR CLOSE (EXCEPT FIRE SERVICE, CONSTANT PRESSURE REQUIRED)

+24–X11 [1CH 01]
PHASE 1 EMERGENCY RECALL OPERATION
HI = PHASE 1 IS "ON", LO = STD OPERATION

+24–X12 [1CH 02]
HOLD OPEN INITIATION FOR AUTO–CLOSE AND PHASE 1 DESIGNATED/ALTERNATE LANDING
HI = HOLD OPEN

+24–X13 [1CH 03]
PHASE 2 EMERGENCY IN–CAR OPERATON "ON"
HI = PHASE 2 "ON"

+24–X14 [1CH 04]
PHASE 2 EMERGENCY IN–CAR OPERATION "HOLD"
HI = PHASE 2 "HOLD"

+24–X18 [1CH 05]
PHASE 2 EMERGENCY IN–CAR OPERATION "OFF"
HI = PHASE 2 "OFF", LO = (AFTER RESET)

+24–RC [1CH 11]
RETIRING CAM INITIATION
HI = LIFT CAM, LO = WHENEVER CAR IS STOPPED

+24–HDB – (REMOVE PURPLE JUMPER WHEN USED)
HALL BUTTON CUT–OFF INITIATION

NOTES:

---------- EXTERNAL WIRE ----------

———————— INTERNAL WIRE ————————

1. ALL LIMIT SWITCHES AND CONTACTS SHOWN WITH NO ACTION APPLIED
2. ⓞ TERMINAL CONNECTION ON DOOR CONTROLLER
3. ⓣ COMPONENT TERMINAL CONNECTIONS
4. ⊗ I/O TERMINAL CONNECTION ON PLC
5. CAR AND HALL PUSH BUTTONS BY OTHERS

ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
	DOORS / GATES / CABS
	RAILS
1	ELECTRICAL
	STOCKROOM
	FINAL ASSEMBLY
	SHIPPING
1	SHOP FIELD FOLDER
1	CUSTOMER F&D

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DOOR CONTROLLER 274200D PLC 2–SPEED SINGLE LINE – STD AND SLA	–	N/A	2 OF 5

DATE		DRAWING
DRAWN BY		SD

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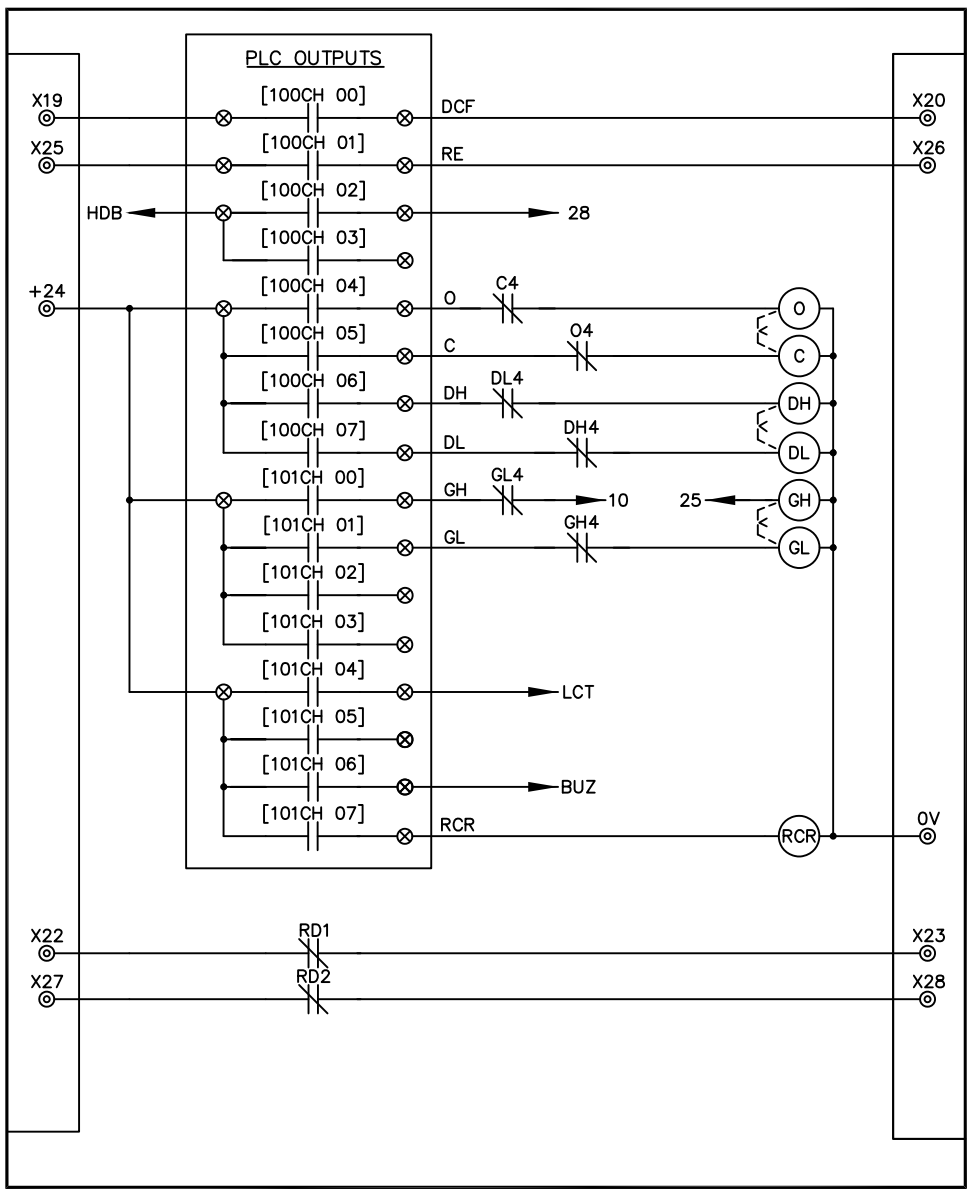


PLC OUTPUTS – INTEFACE OUTPUTS

DCF [100CH 00]
DOOR CLOSE FINAL SIGNAL
HI = DOOR CLOSED
X19–X20 CLOSES WHEN DOORS ARE CLOSED

RE [100CH 01]
HI = REVERSING EDGE PRESSED
X25–X26 CLOSES WHEN EDGE IS PRESSED

28 [100CH 02]
HI = HALL DOOR BUTTONS ACTIVE
LO = HALL BUTTONS DISABLED IN PHASE 2

O [100CH 04]
HI = OPEN DIRECTION CONTACTOR

C [100CH 05]
HI = CLOSE DIRECTION CONTACTOR

DH [100CH 06]
HI = DOOR HIGH SPEED CONTACTOR

DL [100CH 07]
HI = DOOR LOW SPEED CONTACTOR

GH [101CH 00]
HI = GATE HIGH SPEED CONTACTOR

GL [101CH 01]
HI = GATE LOW SPEED CONTACTOR

LCT [101CH 04]
HI = LIGHT CURTAIN ACTIVE
HI–LO–HI = TEST SEQUENCE STARTED

BUZ [101CH 06]
CLOSE WARNING BUZZER
HI = 5 SECONDS BEFORE AUTO–CLOSE AND DURING ALL CLOSING OPERATION

RCR [101CH 07]
HI = RETIRING CAM CONTACTOR

RD1 [RELAY]
LIGHT CURTAIN #1
X22–X23 CONACT CLOSES WHEN BEAMS ARE BLOCKED – RELAY ON WHEN BEAMS ARE CLEAR

RD2 [RELAY]
LIGHT CURTAIN #2
X27–X28 CONACT CLOSES WHEN BEAMS ARE BLOCKED – RELAY ON WHEN BEAMS ARE CLEAR

HOISTWAY DOOR AND GATE CONTROL DEVICE INPUTS

+24–15 [ZNS RELAY]
AT LANDING ZONE INPUT
HI = DOOR OPERATION, LO = DOORS STOP

+24–35–ZNS [0CH 00]
CHECK FOR INPUT BEFORE INITIAL DOOR OPERATION !!!
UNLOCKING DEVICE SWITCH AND DOOR STOP
HI = DOOR OPERATION, LO = DOORS STOP

+24–RD1 [0CH 01]
LIGHT CURTAIN #1 LOCATED OUTSIDE CAR GATE
HI = HI–NOT OBSTRUCTED, LO = OBSTRUCTION

+24–RD2 [0CH 02]
REMOVE JUMPER IF DUAL LIGHT CURTAIN IS USED
LIGHT CURTAIN #2 LOCATED INSIDE CAR GATE
HI = HI–NOT OBSTRUCTED, LO = OBSTRUCTION

+24–DCL [0CH 04]
DOOR CLOSE SLOW DOWN
HI = HI–SPEED, LO = SLOW DOWN

+24–DOL [0CH 05]
DOOR OPEN SLOW DOWN
HI = HI–SPEED, LO = SLOW DOWN

+24–GCL [0CH 06]
GATE CLOSE SLOW DOWN
HI = HI–SPEED, LO = SLOW DOWN

+24–GOL [0CH 07]
GATE OPEN SLOW DOWN
HI = HI–SPEED, LO = SLOW DOWN

+24–DOF [0CH 08]
DOOR OPEN FINAL (AUTOMATIC STAY OPEN) – FRONT AND REAR
HI = FULL OPEN, LO = RE–OPEN IF DRIFT CLOSE

+24–RE [0CH 11]
REVERSING EDGE (STD OPERATION ONLY)
HI = HI–OBSTRUCTED, LO = NO OBSTRUCTION

USER SETTINGS

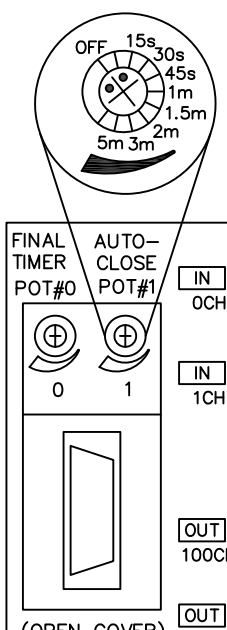
!!!BE VERY CAREFUL WHEN ADJUSTING THE POTS!!!
NOTE: USE A SMALL SCREW DRIVER AND TAKE CARE NOT TO DAMAGE POTENTIOMETERS.

OPEN & CLOSE DIRECTION TIME–OUT (POT#0)
DOOR FINAL POSITION MOTOR SHUT–OFF
POT #0 = FINAL TIME–OUT SETTING
Note: Factory set to shut off motors 3 seconds after both door and gate go into slow–down. Should be adjusted to give enough time to open and close fully with an additional 1 second to stall.

AUTO–CLOSE (POT#1)
STD OPERATION ONLY!

SET AUTOMATIC TIME CLOSING:
- TURN POT#1 FULLY COUNTER–CLOCKWISE = OFF (DEFAULT, NO AUTO–CLOSE)
- TURN POT#1 FULLY CLOCKWISE = 5 minutes (MAXIMUM TIME)
- FROM FULLY COUNTER–CLOCKWISE POSITION: TURN POT#1 SLOWLY UNTIL BUZ Ouput [101CH 06] FLASHES ONCE (2ND INCREMENT). AT THIS POSITION TIMER IS SET AT 15 SECONDS.
- SLOWLY INCREMENT POT#1 TO DESIRED POSITION FOR AUTO–CLOSE TIME. WITH EACH INCREMENT BUZ OUTPUT [101CH 06] FLASHES ONCE.

REMOVING AUTOMATIC TIME CLOSING:
- TURN POT#1 FULLY COUNTER–CLOCKWISE. BUZ Output [101CH 06] FLASHES TWICE. AUTO–CLOSE IS TURNED OFF.



AUTO–CLOSE (POT#1)
SLOWLY INCREMENT POT#1 TO DESIRED POSITION FOR AUTO–CLOSE TIME. WITH EACH INCREMENT BUZ OUTPUT [101CH 6] FLASHES ONCE.
STD OPERATION ONLY. SEE ELEVATOR CONTROL FOR SLA AUTO–CLOSE.

NOTES:

---------- EXTERNAL WIRE ----------

———————— INTERNAL WIRE ————————

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2. ◎ TERMINAL CONNECTION ON DOOR CONTROLLER
3. Ⓣ COMPONENT TERMINAL CONNECTIONS
4. ⊗ I/O TERMINAL CONNECTION ON PLC
5. CAR AND HALL PUSH BUTTONS BY OTHERS

ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
	DOORS / GATES / CABS
	RAILS
1	ELECTRICAL
	STOCKROOM
	FINAL ASSEMBLY
	SHIPPING
1	SHOP FIELD FOLDER
1	CUSTOMER F&D

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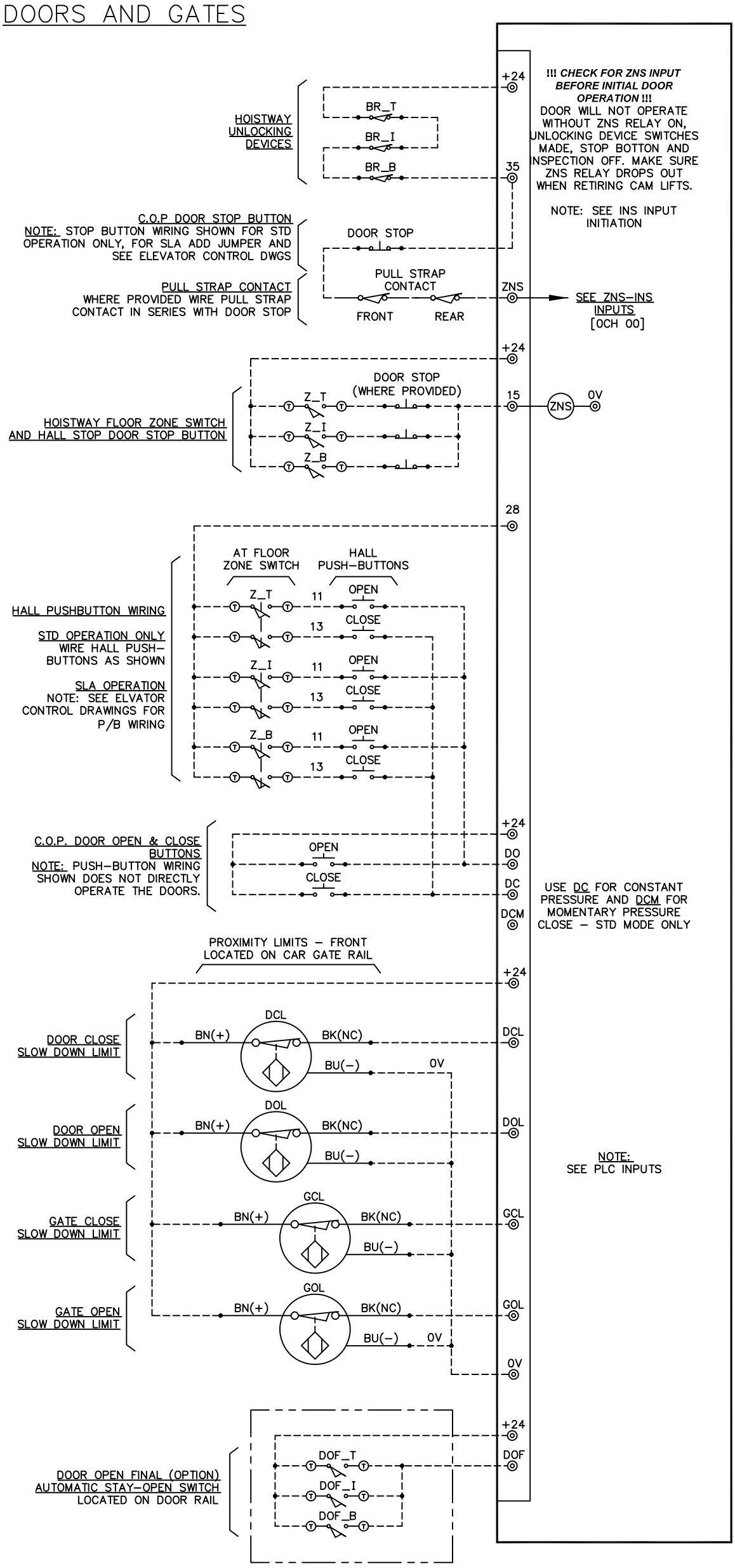
DOOR CONTROLLER 274200D PLC 2–SPEED SINGLE LINE – STD AND SLA	–	N/A	3 OF 5
DATE		DRAWING	
DRAWN BY		SD	

NO	DATE	REVISION	BY

DOORS AND GATES



NOTES:

---------- EXTERNAL WIRE ----------

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1. ALL LIMIT SWITCHES AND CONTACTS SHOWN WITH NO ACTION APPLIED
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ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
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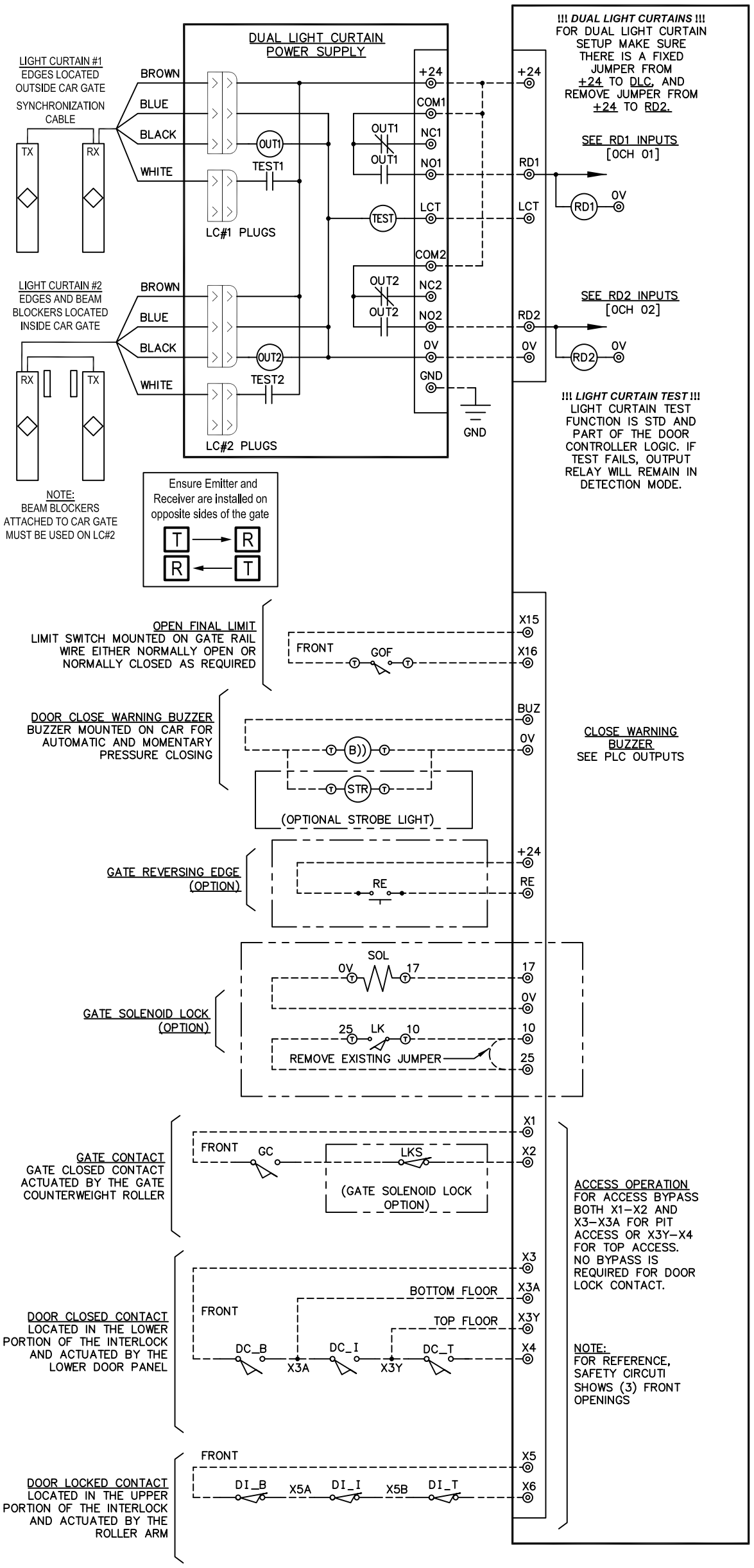
DOOR CONTROLLER 274200D PLC 2-SPEED SINGLE LINE - STD AND SLA	-	N/A	4 OF 5
DATE		DRAWING	
DRAWN BY		SD	

NO	DATE	REVISION	BY

FRONT LINE WIRING



INTERLOCK SAFETY CIRCUIT
WIRING SHOWN IS FOR REFERENCE ONLY. SEE ELEVATOR CONTROL DRAWINGS FOR SAFETY CIRCUIT WIRING. INTERLOCK CONTACTS SHOWN WITH NO ACTION APPLIED TO THE SWITCH ARMS.

ELEVATOR OPERATION: WHEN BOTH 'DC' AND 'GC' CONTACTS ARE MADE, RETIRING CAM INITIATION +24–RC WILL LOCK THE DOOR. THE ELEVATOR SHALL NOT MOVE UNTIL A SIGNAL FROM 'DI' IS RECEIVED.

INTERLOCK CIRCUIT SIGNALS

X1–X2
GATE CLOSED SIGNAL
CONTACT CLOSES WHEN GATE IS CLOSED

X3–X4
DOOR CLOSED SIGNAL
CONTACT CLOSES WHEN DOORS ARE CLOSED

X5–X6
DOOR LOCKED SIGNAL
CONTACT CLOSES WHEN DOORS ARE LOCKED

NOTES:

---------- EXTERNAL WIRE ----------

———— INTERNAL WIRE ————

1. ALL LIMIT SWITCHES AND CONTACTS SHOWN WITH NO ACTION APPLIED
2. ◎ TERMINAL CONNECTION ON DOOR CONTROLLER
3. Ⓣ COMPONENT TERMINAL CONNECTIONS
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ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
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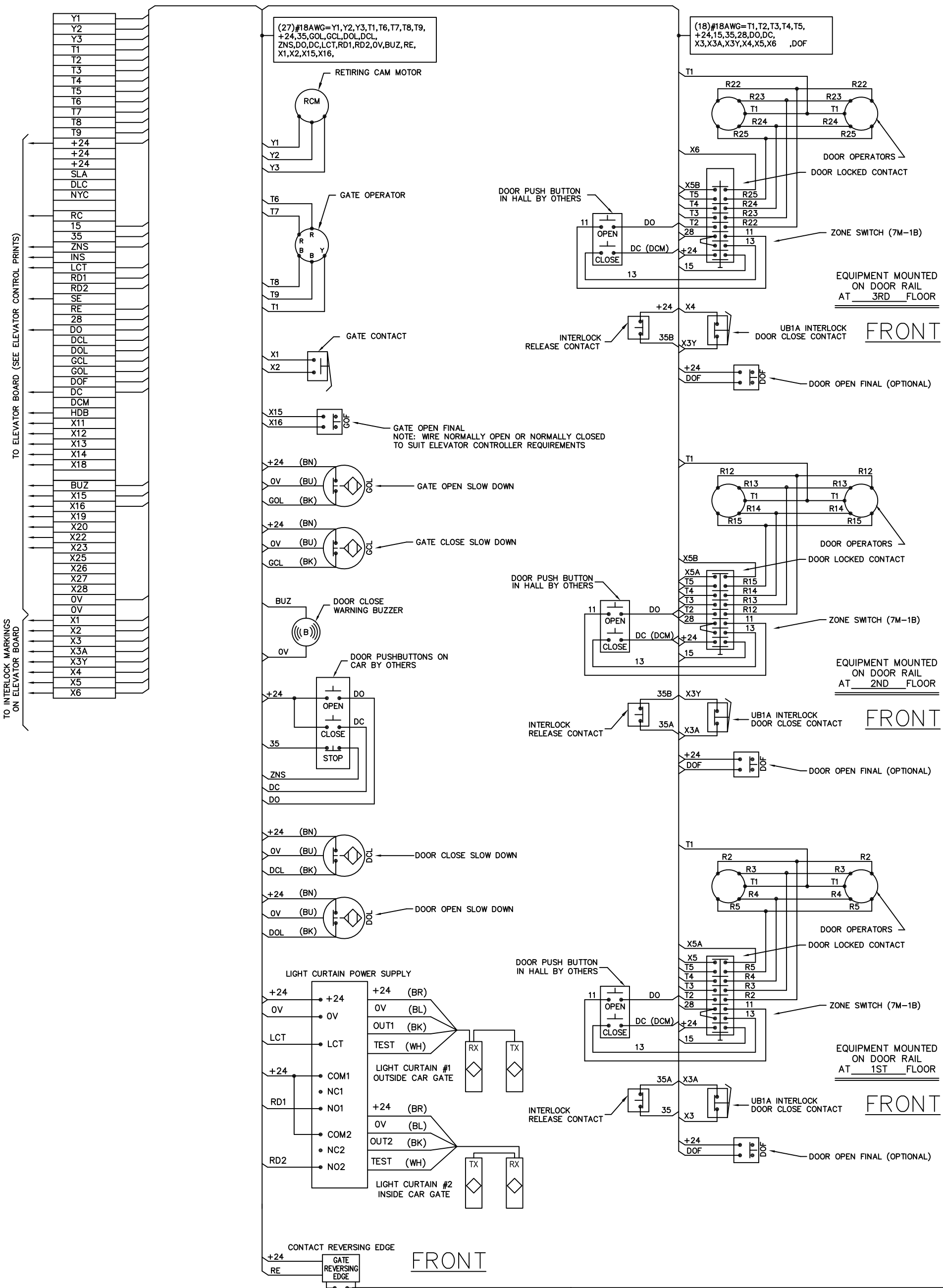
DOOR CONTROLLER 274200D PLC 2–SPEED SINGLE LINE – STD AND SLA	–	N/A	5 OF 5
DATE		DRAWING	
DRAWN BY		SD	

NO	DATE	REVISION	BY

274200D CONTROLLER – SINGLE LINE



NOTE:

STD OPERATION
WIRE ALL DEVICES AS SHOWN.

SLA OPERATION
SEE ELEVATOR PRINTS FOR PUSH–BUTTON WIRING. SEE ELEVATOR PRINTS FOR PANEL TO PANEL CONNECTIONS.

ROUTING

QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
	DOORS / GATES / CABS
	RAILS
1	ELECTRICAL
	STOCKROOM
	FINAL ASSEMBLY
	SHIPPING
1	SHOP FIELD FOLDER
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TITLE	REV	SCALE	SHT
HOISTWAY WIRING 274200D SINGLE LINE OPENINGS	–	N/A	1 OF 1
DATE		DRAWING	
DRAWN BY		HW	