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
FU
10 AMP FUSES
CLASS CC
TIME DELAY
R S T

RCR1 RCR2 RCR3 → Y1 Y2 Y3

T1 GH2 GH3 GL2 GL3 → T6 T7 T8 T9

O1 C3 O2 C2

90 91

GHR2 GHR3 GLR2 GLR3 → T6R T7R T8R T9R

C1 O3

DH2 DH3 DL2 DL3 → T2 T3 T4 T5

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
PLC CPU
POWER
CONNECTION
L1
L2
GND

REAR DOOR
PLC EXP

GATE SOLENOID LOCK (OPTION)

GLASS
FUSE
1.5A

TRANS
(H1) 220V
(H2) 220V
GND (S1) → 0V
120V (X1) → O5 SG1 → 17; C5 SG1 → 17R
15V (X2) → O6
24V (X3) → C6

RETIRING CAM MOTOR(S) – FRONT AND REAR

INTERLOCK SIDE – FRONT: RCM
INTERLOCK SIDE – REAR: RCM_R
OPPOSITE SIDES (IF PROVIDED) WIRE IN PARALLEL: RCM
Y1 Y2 Y3

HOISTWAY AND CAR DOOR MOTOR WIRING – FRONT AND REAR

GATE MOTOR FRONT: HI GM LO
T1 T6–T7 T7–T6 T8–T9 T9–T8

GATE MOTOR REAR: HI GM LO
T1 T6R–T7R T7R–T6R T8R–T9R T9R–T8R

OPPOSITE SIDES (IF PROVIDED) WIRE IN PARALLEL OPPOSITE PHASE

ZONE SWITCH
Z_T R22 R23 R24 R25
DOOR MOTORS BOTH SIDES (TOP FLOOR)

Z_I R12 R13 R14 R15
DOOR MOTORS BOTH SIDES (INTER FLOOR)

Z_B R2 R3 R4 R5
DOOR MOTORS BOTH SIDES (BOTTOM FLOOR)

HI DM LO

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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The Peelle Company

TITLE	REV	SCALE	SHT
DOOR CONTROLLER 274202D PLC 2-SPEED STAGGERED LINE – STD AND SLA	–	N/A	1 OF 5
DATE		DRAWING	
DRAWN BY		SD	

NO	DATE	REVISION	BY

SLA OR STD OPERATION – DESCRIPTION

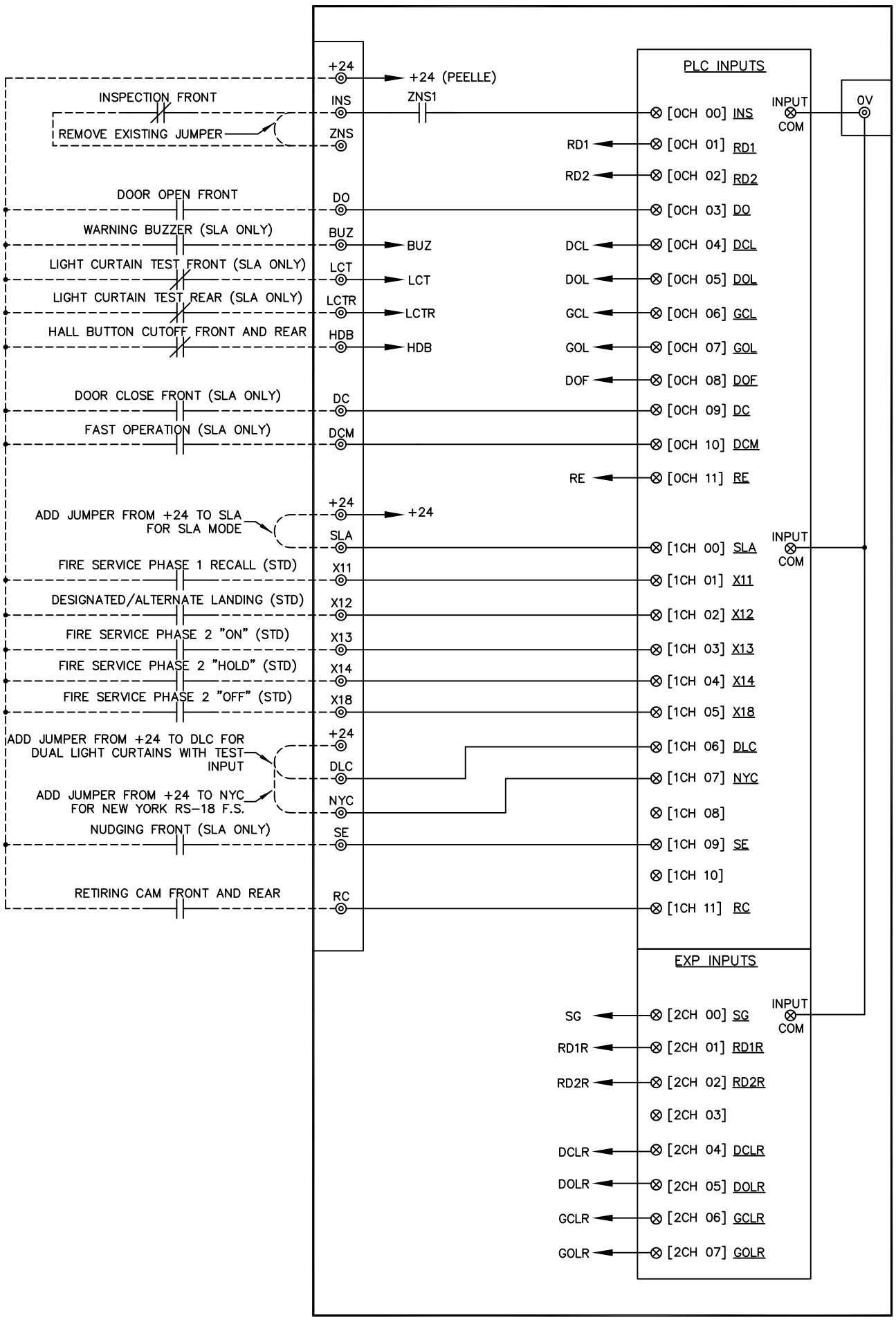
SEE ELEVATOR CONTROLLER DRAWINGS AND FOLLOW THE CORRECT PANEL TO PANEL CONNECTIONS FOR EITHER SLA OR STD OPERATION CONTROL INTERFACE. SET OR REMOVE JUMPER +24–SLA AS REQUIRED.

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 – FRONT AND REAR
HI (CONSTANT) = DOOR OPEN

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

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

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

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

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

+24–LCT [NO INDICATOR], +24–LCTR
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 AND +24 TO RD2R
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 – FRONT AND REAR
HI = DOOR OPERATION, LO = DOORS STOP

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

+24–DCM [0CH 10]
HI (MOMENTARY) = DOOR CLOSE – FRONT AND REAR (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 – FRONT AND REAR
HI = LIFT CAM, LO = WHENEVER CAR IS STOPPED

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

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
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	STOCKROOM
	FINAL ASSEMBLY
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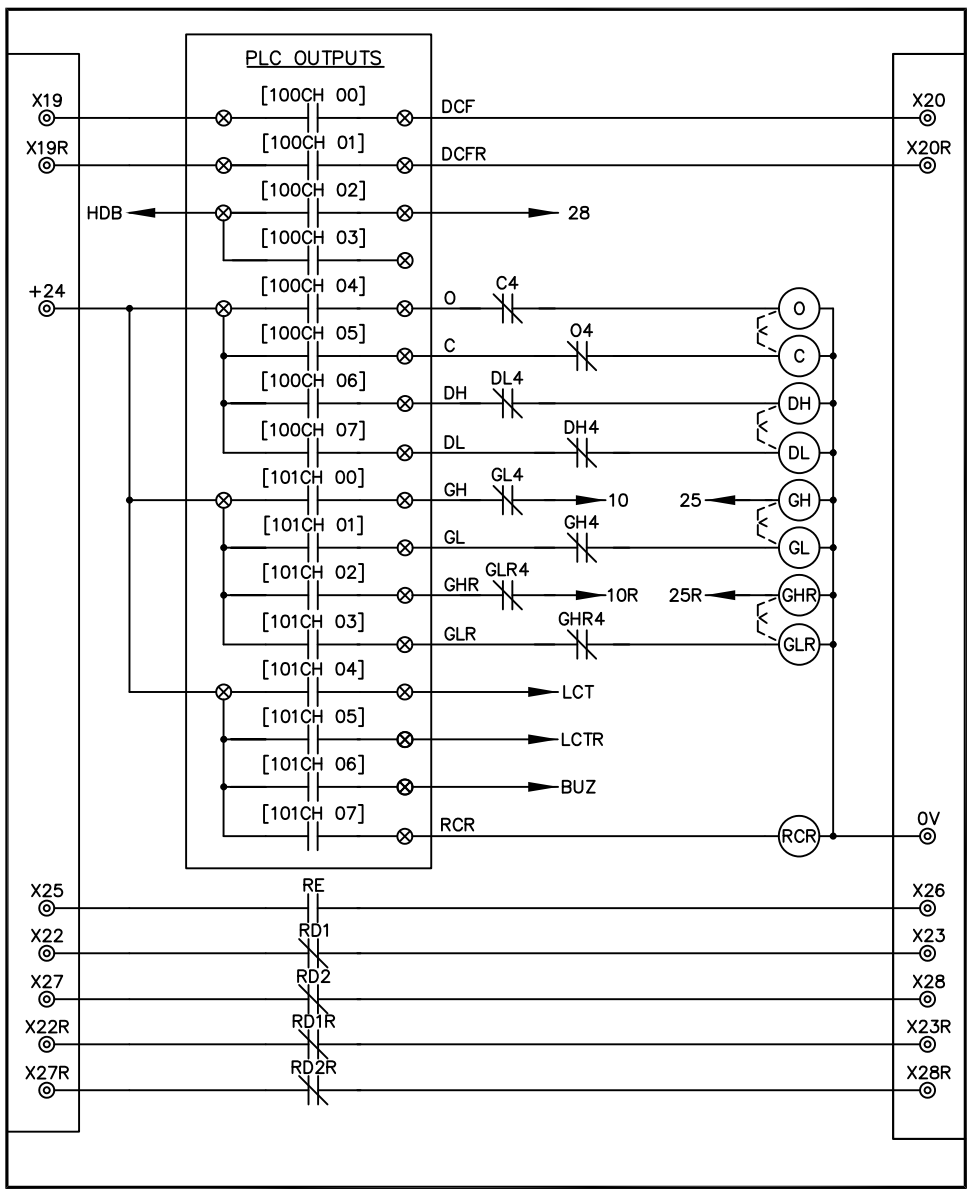


PLC OUTPUTS – INTEFACE OUTPUTS

DCF [100CH 00], DCFR [100CH 01]
DOOR CLOSE FINAL SIGNAL
HI = DOOR CLOSED
X19–X20 CLOSES WHEN DOORS ARE CLOSED

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], GHR [101CH 02]
HI = GATE HIGH SPEED CONTACTOR

GL [101CH 01], GLR [101CH 03]
HI = GATE LOW SPEED CONTACTOR

LCT [101CH 04], LCTR [101CH 05]
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], RD1R [RELAY],
LIGHT CURTAIN #1
X22–X23 CONACT CLOSES WHEN BEAMS ARE BLOCKED – RELAY ON WHEN BEAMS ARE CLEAR

RD2 [RELAY], RD2R [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 – FRONT AND REAR
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], +24–RD1R [2CH01]
LIGHT CURTAIN #1 LOCATED OUTSIDE CAR GATE
HI = HI–NOT OBSTRUCTED, LO = OBSTRUCTION

+24–RD2 [0CH 02], +24–RD2R [2CH 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], +24–DCLR [2CH 04]
DOOR CLOSE SLOW DOWN
HI = HI–SPEED, LO = SLOW DOWN

+24–DOL [0CH 05], +24–DOLR [2CH 05]
DOOR OPEN SLOW DOWN
HI = HI–SPEED, LO = SLOW DOWN

+24–GCL [0CH 06], +24–GCLR [2CH 06]
GATE CLOSE SLOW DOWN
HI = HI–SPEED, LO = SLOW DOWN

+24–GOL [0CH 07], +24–GOLR [2CH 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 [RE RELAY][0CH 11]
REVERSING EDGE – FRONT AND REAR (STD OPERATION ONLY)
HI = HI–OBSTRUCTED, LO = NO OBSTRUCTION

+24–SG [2CH 00]
STAGGERED REAR GATE INPUT
HI = REAR GATE OPERATION
LO = FRONT GATE OPERATION

USER SETTINGS

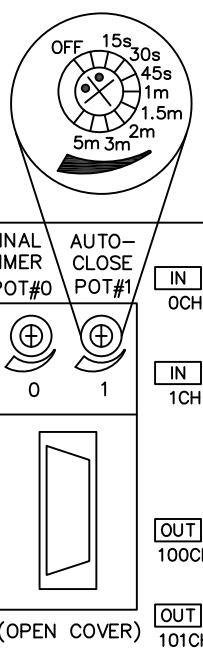
!!!BE VERY CAREFUL WHEN ADJUSTING THE POTS!!!
NOTE: USE A SMALL SCREW DRIVER AND TAKE CARE NOT TO DAMAGE POTENTIOMETERS.

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.

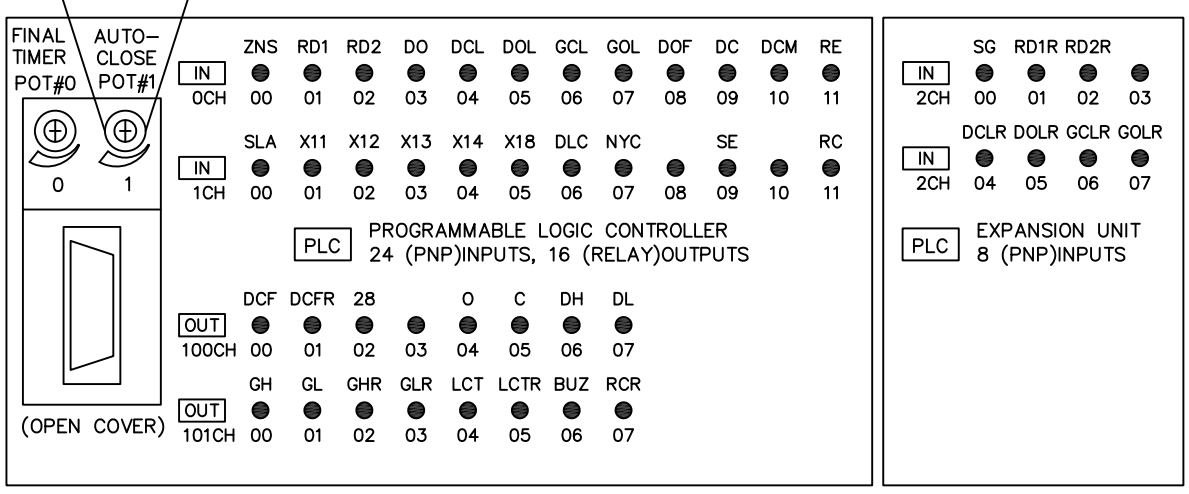
AUTO–CLOSE (POT#1)
STD OPERATION ONLY!

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 ————————

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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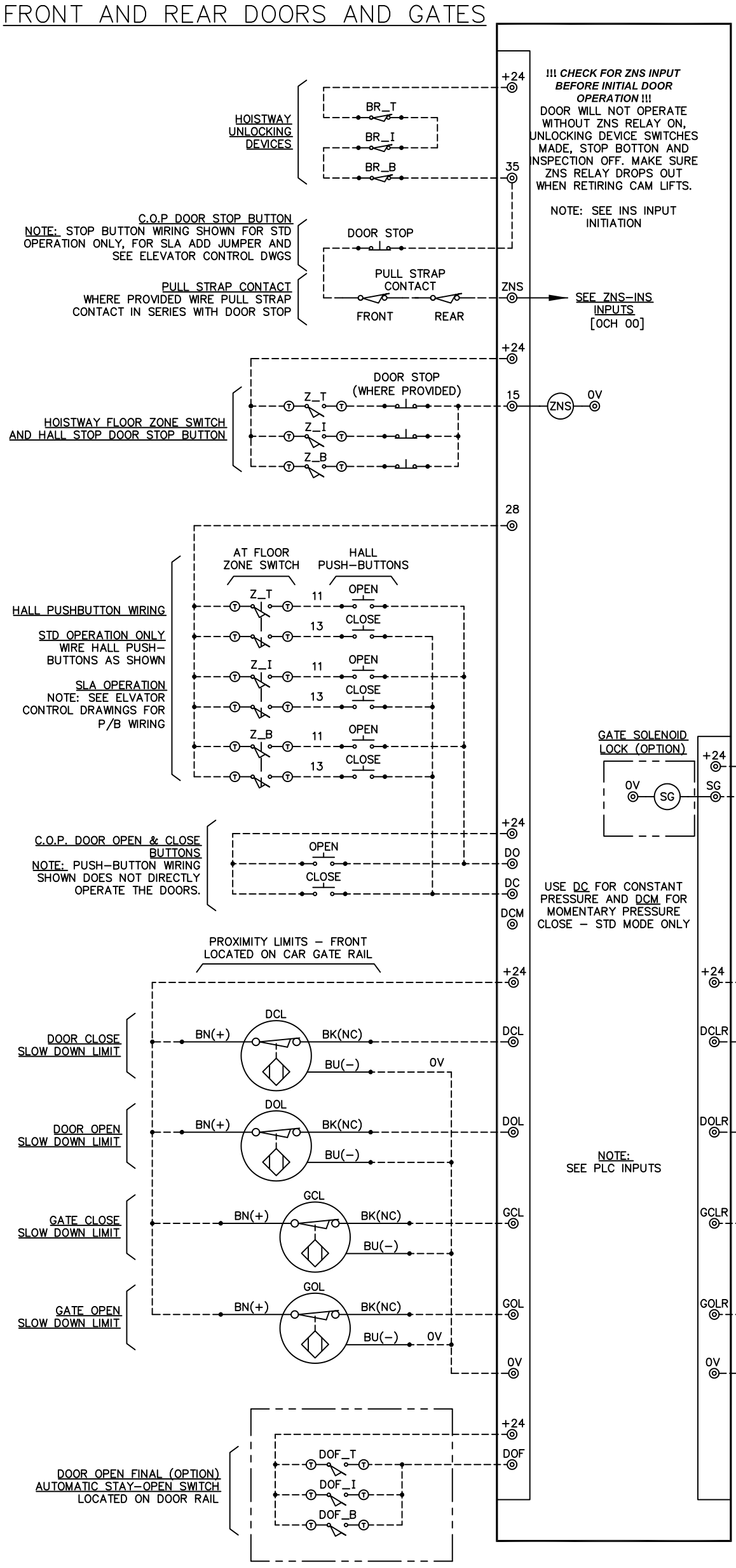
TITLE	REV	SCALE	SHT
DOOR CONTROLLER 274202D PLC 2–SPEED STAGGERED LINE – STD AND SLA	–	N/A	3 OF 5
DATE		DRAWING	
DRAWN BY		SD	

NO	DATE	REVISION	BY

FRONT AND REAR DOORS AND GATES

REAR GATES



NOTES:

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

———— INTERNAL WIRE ————

1. ALL LIMIT SWITCHES AND CONTACTS SHOWN WITH NO ACTION APPLIED
2. ◎ TERMINAL CONNECTION ON DOOR CONTROLLER
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ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
	DOORS / GATES / CABS
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1	ELECTRICAL
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DOOR CONTROLLER 274202D PLC 2-SPEED STAGGERED LINE - STD AND SLA	-	N/A	4 OF 5
DATE		DRAWING	
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NO	DATE	REVISION	BY

FRONT LINE WIRING

REAR LINE WIRING

DUAL LIGHT CURTAIN POWER SUPPLY

!!! *DUAL LIGHT CURTAINS* !!!
FOR DUAL LIGHT CURTAIN SETUP MAKE SURE THERE IS A FIXED JUMPER FROM +24 TO DLC, AND REMOVE JUMPER FROM +24 TO RD2 AND RD2R..

SEE RD1/RD1R INPUTS [0CH 01] [2CH 02]

SEE RD2/RD2R INPUTS [0CH 02] [2CH 02]

!!! *LIGHT CURTAIN TEST* !!!
LIGHT CURTAIN TEST FUNCTION IS STD AND PART OF THE DOOR CONTROLLER LOGIC. IF TEST FAILS, OUTPUT RELAY WILL REMAIN IN DETECTION MODE.

LIGHT CURTAIN #1
EDGES LOCATED OUTSIDE CAR GATE
SYNCHRONIZATION CABLE
BROWN
BLUE
BLACK
WHITE
TX
RX
OUT1
TEST1
LC#1 PLUGS

LIGHT CURTAIN #2
EDGES AND BEAM BLOCKERS LOCATED INSIDE CAR GATE
OUT2
TEST2
LC#2 PLUGS

NOTE:
BEAM BLOCKERS ATTACHED TO CAR GATE MUST BE USED ON LC#2

Ensure Emitter and Receiver are installed on opposite sides of the gate

+24
COM1
NC1
NO1
LCT
COM2
NC2
NO2
0V
GND
RD1
RD1R
LCTR
RD2
RD2R

OPEN FINAL LIMIT
LIMIT SWITCH MOUNTED ON GATE RAIL WIRE EITHER NORMALLY OPEN OR NORMALLY CLOSED AS REQUIRED
X15
X16
GOF

DOOR CLOSE WARNING BUZZER
BUZZER MOUNTED ON CAR FOR AUTOMATIC AND MOMENTARY PRESSURE CLOSING
BUZ
B))
STR
(OPTIONAL STROBE LIGHT)

CLOSE WARNING BUZZER
SEE PLC OUTPUTS

GATE REVERSING EDGE (OPTION)
RE

GATE SOLENOID LOCK (OPTION)
SOL
17
25
LK
10
REMOVE EXISTING JUMPER

GATE CONTACT
FRONT & REAR GATE CLOSED CONTACT ACTUATED BY THE GATE COUNTERWEIGHT ROLLER
FRONT
GC
LKS
REAR
GC_R
LKSR
(GATE SOLENOID LOCK OPTION)
X1
X2
X7

DOOR CLOSED CONTACT
FRONT & REAR LOCATED IN THE LOWER PORTION OF THE INTERLOCK AND ACTUATED BY THE LOWER DOOR PANEL
X3
X3A
X3Y
X4
BOTTOM FLOOR
TOP FLOOR
DC_B
DC_I
DC_T
DC_R
X8

DOOR LOCKED CONTACT
FRONT & REAR LOCATED IN THE UPPER PORTION OF THE INTERLOCK AND ACTUATED BY THE ROLLER ARM
X5
X6
X9
DI_B
DI_I
DI_T
DI_R
X5A
X5B

ACCESS OPERATION
FOR FRONT ACCESS BYPASS BOTH X1–X2 AND X3–X3A FOR PIT ACCESS OR X3Y–X4 FOR TOP ACCESS. NO BYPASS IS REQUIRED FOR DOOR LOCK CONTACT.

NOTE:
FOR REFERENCE, SAFETY CIRCUTI SHOWS (3) FRONT OPENINGS AND (1) REAR OPENINGS.

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 (FRONT), X2–X7 (REAR)
GATE CLOSED SIGNAL
CONTACT CLOSES WHEN GATE IS CLOSED

X3–X4 (FRONT), X4–X8 (REAR)
DOOR CLOSED SIGNAL
CONTACT CLOSES WHEN DOORS ARE CLOSED

X5–X6 (FRONT), X6–X9 (REAR)
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
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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DATE		DRAWING	
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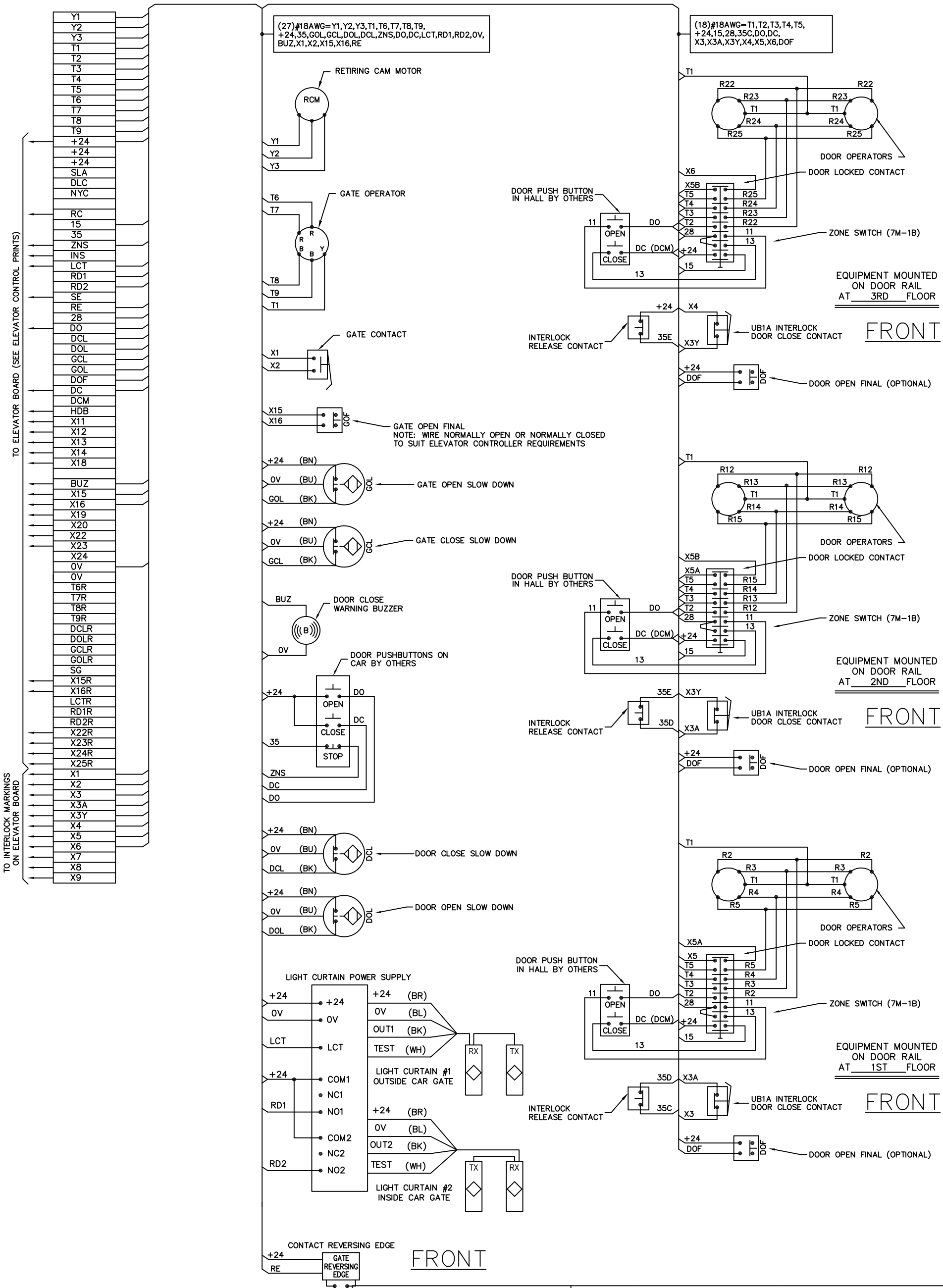
NO	DATE	REVISION	BY

274202D CONTROLLER – DOUBLE LINE – STAGGERED



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
1	CUSTOMER F&D

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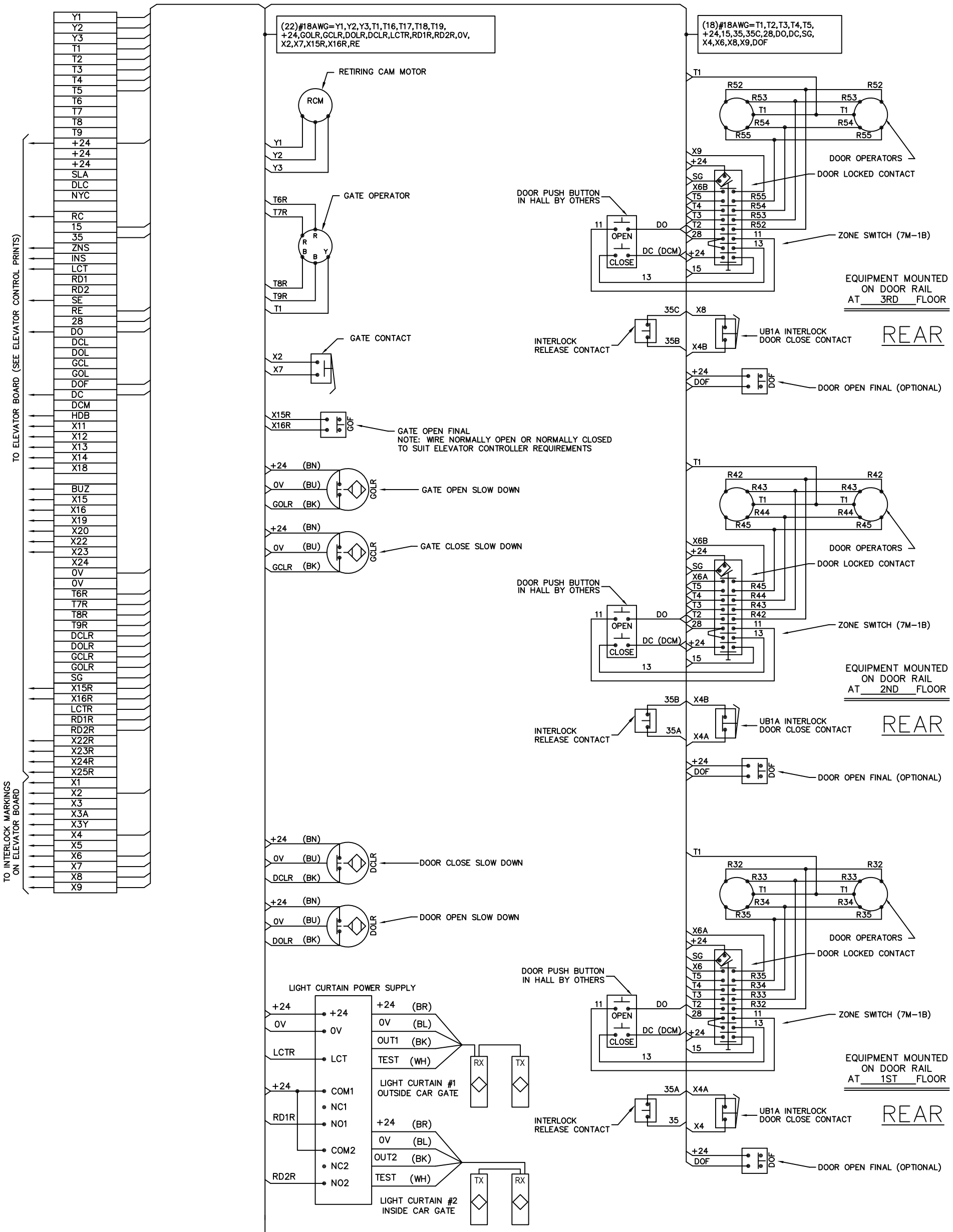
TITLE	REV	SCALE	SHT
HOISTWAY WIRING 274202D STAGGERED OPENINGS	–	N/A	1 OF 1
DATE		DRAWING	
DRAWN BY		HW	

NO	DATE	REVISION	BY

274202D CONTROLLER – DOUBLE LINE – STAGGERED



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
1	CUSTOMER F&D

PEELLE CONTROLLER MANUFACTURED FOR NEMA 1 RATED MACHINE ROOM.

Freight Elevator Doors Since 1905
PEELLE®
We still service equipment we built 50 years ago

The Peelle Company

TITLE	REV	SCALE	SHT
HOISTWAY WIRING 274202D STAGGERED OPENINGS	–	N/A	1 OF 1
DATE		DRAWING	
DRAWN BY		HW	