USING AS REPLACEMENT CONTROLLER

Confirm software version on existing controllers
See Parameter 80
If Parameter 80 is 18 or lower change Parameter 54 to 1
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1.0 SAFETY WARNING

Electrical Hazard Warning Symbol – Failure to observe this warning could result in electrical shock or electrocution.

Operational Hazard Warning Symbol – Failure to observe this warning could result in dangerous or unsafe conditions.

Installation Note: This product should be installed and serviced by a qualified elevator technician familiar with its operation and hazards involved. Proper safety procedures must be followed when working with this controller during installation and with control under power. Proper shielding and grounding of this product is necessary to reduce the emissions of radio frequency interference (RFI) which may adversely affect sensitive electronic equipment.

Electrical Wiring: Wire controller in accordance with the National Electrical Code, Canadian Electrical Code, European Norms and/or any other local codes that apply.

General Contractor Note: A separate fuse disconnect switch is required for the door controllers. See job specific wiring diagrams for disconnect and fuse requirements.

Enclosure Conduit Connections

TYPE 1, 4 & 4X
(Indoor Use Only)

CAUTION
Non-metallic enclosure does not provide grounding between conduit connections. Use grounding bushing and jumping wires.
WARNING
Do not mount controller on or above a combustible surface.

The conduit hubs are to be connected to the conduit before being connected to the enclosure.
To maintain the environmental rating of this enclosure, install in any openings only listed or recognized conduit hubs with the same environmental ratings as required, in compliance with the installation instructions of the device.
2.0 LANDING DOOR CONTROLLER INSTALLATION

2.1 LANDING DOOR CONTROLLER MOUNTING

Mount the Landing door Controller to the hoistway wall. Use 1/4” inch hardware.

Diagram:
- Alternate Location
- Lowest Landing
- Recommended location
- Operator
- Encoder
- Floors above
- lowest landing
- Recommended locations
- Alternate Location
- Interlock
- 4 Feet
- SLA Controller locations (where provided)
2.2 LANDING DOOR WIRING LAYOUT - STANDARD OPERATORS

- **Operator**
- **Encoder**
- **Interlock**
- **Landing Door Junction Box or Trough**
- **DI & ZONE**
- **Power**
- **HOISTWAY TRough**
- **EUD**
- **Hall Pushbuttons**

Door lock contact (DI) and Door Close Contact (DC) connect to elevator controller.
2.3 LANDING DOOR WIRING LAYOUT - EXTRA HIGH TORQUE OPERATORS

EUD
Hall Pushbuttons

Power

Operator

Operator

SLA Controller

Encoder

Interlock

Landing Door Controller

Junction Box or Trough

HOISTWAY TROUGH

Di & Zone

Enclosure

Door lock contact (DI) and Door Close Contact (DC) connect to elevator controller

Guide No. 224-EN
WIRELESS CONTROLLER INSTALLATION & INTERFACE GUIDE

Date: Aug 5 / 2020

THE PEELE COMPANY
FREIGHT DOORS I CAR GATES I CAR ENCLOSURES
TECHNICAL SUPPORT 1-800-787-5020 ext 275
2.4 LANDING DOOR POWER CONNECTIONS

Connect controllers in accordance with local electrical codes. Power branch circuit should come from machine room disconnect 10 amp circuit for each line of doors. Use #14AWG [2mm] copper wire for power connection.

- ON/OFF switch disconnects both lines
- If neutral is not used, main disconnect must break both lines.

WARNING
HIGH VOLTAGES
Read Safety Warning before attempting to use this controller

CONDUIT AND SHIELD GROUNDING LUG

The enclosure supplied is non-metallic and does not provide grounding between conduit connections. Use grounding bushings or jumper wires.
2.5 LANDING DOOR ENCODER

Install and wire encoder same side as the controller. Do not extend the encoder wire.
2.6 LANDING DOOR OPERATORS - STANDARD OPERATORS

Wire both door motors in parallel. Use #18AWG [1mm] wire in conduit for motor connection. Do not combine motor wires with control wires in same conduit.

Note: Low speed winding is not used. Cap black wires separately (R4-R5).
2.7 LANDING DOOR OPERATORS - EXTRA HIGH TORQUE

Use #18AWG [1mm] wire in conduit for motor connection. Do not combine motor wires with control wires in same conduit. Connect CAN and COMM wires between controllers.

Notes
1. Low speed winding is not used. Cap black wires separately (R4-R5)
2. Use shielded wire or separate conduit for CAN bus connection SLA

Attention!
Shield or separate conduit
2.8 LANDING DOOR EMERGENCY UNLOCKING DEVICE (EUD)

The Emergency Unlocking Device is located on the landing side and contains a toggle switch which must be wired to the controller.

NOTE: Only in jurisdictions not requiring unlocking devices, a jumper needs to be added in lieu of the EUD switch.

The EUD indicator will flash ON all controllers in that channel to indicate there is an EUD STOP at another floor.

The EUD and input indicator 4 will go ON solid when the EUD switch is in the STOP position (activated) for the door connected to that controller.

For automatic door operation, ALL the EUD switches have to be in the RUN position as shown. (RUN is normally closed)

Attention!
Three quick buzzer outputs (from car controller) indicates the EUD is set on that channel

Attention!
When EUD is STOP (at any floor) All doors on the same channel will not run.
2.9 LANDING DOOR ZONE SWITCH (ZNS)

The landing door Zone Switch located in top of interlock box activates the controller for the Landing door at which the elevator car is located.

The ZONE indicator will go ON solid when the ZNS contact is made for the door connected to that controller when elevator is at the landing with retiring cam extended.

ZONE turns OFF when the retiring cam lifts. When the retiring cam lifts the ZNS contact is open and the ZONE indicator turns off.

The input indicator 3 will go ON solid when the ZNS contact is made for the door connected to that controller.

Attention!
The ZONE must be made for automatic door operation. If ZONE is not made doors will not run.
2.10 LANDING DOOR HALL PUSHBUTTONS

HALL DOOR OPEN BUTTON (HDO) 1
Where provided, wire landing station door OPEN pushbuttons as shown. When elevator car is within landing ZONE, pushbutton inputs will be transmitted to the Car Door controller for connection to elevator control.

HALL DOOR CLOSE BUTTON (HDC) 2
Where provided, wire landing station door CLOSE pushbutton as shown. When elevator car is within floor ZONE, pushbutton inputs will be transmitted to the Car Door controller for connection to elevator control.

DOOR STOP BUTTON (STOP) 5
Where provided, wire landing station door STOP pushbutton as shown. The door STOP button should be normally open (NO). If normally closed (NC) set parameter 96 to 01. See DOOR STOP output for connection to elevator control.

The input indicators 1, 2, and 3 will go ON when the pushbutton is activated for the door connected to that controller.
2.11 LANDING DOOR LIGHT CURTAIN (OPTIONAL)

Install and wire Landing Door Light Curtain where provided. Note: V+ to RE contact must close when beams are blocked.
3.0 CAR DOOR (GATE) CONTROLLER INSTALLATION

3.1 CAR DOOR LOCATION AND WIRING LAYOUT

Mount the Car Door Controller to the car door rail spreader. Mount to same side as the Encoder. Use 1/4” Hardware.
3.2 CAR DOOR POWER CONNECTIONS

Connect controllers in accordance with local electrical codes. Power branch circuit should come from machine room disconnect 10 amp circuit for each line of doors. Use #14AWG [2mm] copper wire for power connection.

- ON/OFF switch disconnects both lines
- If neutral is not used, main disconnect must break both lines.

WARNING
HIGH VOLTAGES
Read Safety Warning before attempting to use this controller

The enclosure supplied is non-metallic and does not provide grounding between conduit connections. Use grounding bushings or jumper wires.

CONDUIT AND SHIELD GROUNDING LUG

The enclosure supplied is non-metallic and does not provide grounding between conduit connections. Use grounding bushings or jumper wires.
3.3 CAR DOOR ENCODER

Install and wire encoder. Do not extend the encoder wire.
3.4 CAR DOOR (GATE) OPERATOR

Use #18AWG [1mm] wire in conduit for motor connection. Do not combine motor wires with control wires in same conduit. Note: Low speed winding is not used. Cap black wires separately (T8-T9).

On large car doors where provided wire opposite car door operator in parallel.
3.5 RETIRING CAM MOTOR

Use #18AWG [1mm] wire in conduit for motor connection.
Do not combine motor wires with control wires in same conduit.

Attention!
220 Volt 3 Ø Retiring Cam Motors Only

Attention!
For 110 Volt 1 Ø Retiring Cam Motors for battery lowering see elevator control panel

Where provided on wide landing doors, wire opposite side retiring cam motor in parallel.
3.6 CAR DOOR REVERSING EDGE (OPTIONAL)

Wire reversing edge as shown where provided.

![Diagram showing CAR DOOR REVERSING EDGE (OPTIONAL)]
3.7 WARNING BUZZER

Install and wire door close warning buzzer as shown. See parameter 94 for constant or pulsing tone.

Attention!
Warning Buzzer is mounted in Auxiliary strobe controller (27465) if strobe light is provided.
4.0 COMMISSIONING

4.1 CAR DOOR

Make sure all Landing Doors and Car Doors are adjusted and run freely by hand in the door guides without binding or sticking.

1. Turn power ON

2. Set AUTO<>IND switch to IND

3. Using the OPEN, CLOSE and RETCAM cam buttons, ensure the car door operator(s) and retiring cam motor(s) are phased for correct rotation. If a motor rotates in the wrong direction, switch any two of the three motor wires

4. To begin, cycle through parameters by pressing the - & + buttons. Once the desired parameter is displayed, press the ENTER button to access the setting for that parameter. Change the setting by pressing the - & + buttons. Once the desired setting is displayed, press the ENTER button to save the setting. Parameters can only be modified in IND mode.

5. Change parameter 02 to “Cd” setting. The LCD display should now read “CAR DOOR”.

6. Use parameter 03 default “CHANNEL 15” for the first car door. For each additional car door, change parameter 03 to a different channel. The LCD display will show what channel has been selected.

7. Change parameter 10 to “Lr” setting. Press ENTER to begin learn cycle. Prior to learn, car door can be in any position. The learn cycle will fully close and then fully open. Once the car door is fully open, the learn cycle is complete and the flashing “LEARN” indicator on the LCD will turn off.

8. Press and hold the CLOSE button to close the door.

9. Set AUTO<>IND switch to AUTO.

Tweaks

If car door stalls before learn is complete, set parameter 12 to HD. Re-run the learn cycle. Adjust speeds to suit to ensure car door does not slam.

If car door stalls during operation (normal operation or nudging), set parameter 12 to HD. Adjust speeds to suit to ensure car door does not slam.

If retiring cam top assembly does not completely lift retiring cam bottom assembly, set parameter 70 to 10.
4.2 LANDING DOOR

- Ensure Landing Door interlock is mechanically unlocked. Ideally car is level at floor with retiring cam extended
- Ensure all EUD switches are set to the SET position

1. Turn power ON

2. Set AUTO<>IND switch to IND

3. Using the OPEN and CLOSE buttons, ensure the landing door operators are phased for correct rotation. If a motor rotates in the wrong direction, switch any two of the three motor wires.

4. To begin, cycle through parameters by pressing the - & + buttons. Once the desired parameter is displayed, press the ENTER button to access the setting for that parameter. Change the setting by pressing the - & + buttons. Once the desired setting is displayed, press the ENTER button to save the setting. Parameters can only be modified in IND mode.

5. Change parameter 02 to “Ld” setting.
   The LCD display should now read “landing door”.
   If you have “Extra High Torque Door Operators” (see pg 7)
   Set SLA controller to SL, no further commissioning of the SLA controller is required.
   Commission the associated STD controller normally.

6. Change parameter 03 to match the channel of the adjacent car door. All the landing doors for the front line must have the same channel as the front car door. The LCD display will show what channel has been selected.

7. Change parameter 04 to address the landing door. Use “ADDRESS 01” for the lowest door in a line of doors. Each additional landing door in line should be addressed in sequence (01, 02, 03 Etc). The LCD display will show what address has been selected.

8. Change parameter 10 to “Lr” setting. Press ENTER to begin learn cycle. Prior to learn, Landing Door can be in any position. The learn cycle will fully close and then fully open. Once the Landing Door is fully open, the learn cycle is complete and the flashing “LEARN” indicator on the LCD will turn off.

9. Press and hold the CLOSE button to close the door.

10. Set AUTO<>IND switch to AUTO.
4.3 LANDING AND CAR DOOR OPERATION AND TESTING

With elevator control inputs removed, test the following Sequence of Operation using the OPEN, CLOSE and RETCAM buttons.

1. Remove elevator control inputs to DO, DC, SE, DCM
2. Make sure the controllers are set to AUTO
3. Use the OPEN, CLOSE and RETCAM buttons to test the door and car door and retiring cam sequence of operation.

4.4 SEQUENCE OF OPERATION

<table>
<thead>
<tr>
<th>INPUTS</th>
<th>OPERATIONS</th>
<th>OUTPUTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPEN BUTTON</td>
<td>OPENING</td>
<td>DOOR OPEN</td>
</tr>
<tr>
<td>CLOSE BUTTON</td>
<td>CLOSING</td>
<td>DOOR CLOSED</td>
</tr>
<tr>
<td>SE [3]</td>
<td></td>
<td>CLOSED</td>
</tr>
<tr>
<td>DCM [4]</td>
<td>FAST CLOSE</td>
<td>DOORS AND GATES FULLY CLOSED</td>
</tr>
<tr>
<td>RETCAM BUTTON</td>
<td>SEE NOTE 1</td>
<td>CLOSED</td>
</tr>
<tr>
<td>BUZZ [6]</td>
<td>AUTOMATIC CLOSING WARNING</td>
<td>SEE NOTE 1</td>
</tr>
<tr>
<td></td>
<td>MIN 5 SEC BEFORE CLOSE</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note 1**
Landing door and car door operation will be simultaneous when DCM 4 input is used.

**Note 2**
For USER 1/2 options see parameter 65/85

4.5 POWER UP MODE / LOSS OF POWER

After power-up with the elevator car at a landing, upon automatic initiation of either open or close, the landing door and car door will operate at learn speed until the final open or closed position is reached and held for 1 second. The control will reset the learned profile and initiate DOOR OPEN or DOOR CLOSED output. All unzoned landing door controllers will power up to normal profile See Parameter 93.

**Attention!**
Landing door and Car door settings and speed profiles are retained by the controller when power is removed. It is not necessary to relearn the opening.
5.0  ELEVATOR CONTROLLER INTERFACE

5.1  ELEVATOR TO DOOR CONTROLLER INPUT CONNECTIONS

Control Interface
Inputs to the car door controller are the only interface to the elevator control for door operation. Note: front and rear inputs are completely separate.

INPUT COM
Add jumper to the INPUT COM from V- when car car door controller V+ is used for the input voltage. Note: where elevator control voltage is used, connect INPUT COM to elevator controller according to elevator control prints. Do not use V+ or V-.

- **DO - Door Open** 1
  Constant signal required to open doors

- **DC - Door Close** 2
  Constant signal required to close doors

- **SE - Nudging** 3
  Constant signal required with door close for car door slow speed closing in fire service phase 1 recall.

- **DCM - Fast Open / Close** 4
  Constant signal required with door CLOSE for landing door and car door simultaneous operation.

- **RC - Retiring Cam** 5
  Input required to lift cam and move car. Signal should be low whenever car is stopped.

- **BUZZ - Close Warning Buzzer** 6
  Input required 5 seconds before automatic door close and until doors are fully closed.

- **AUX2 -** 7
  For input options see parameters 65/85/88

- **RE - Reversing Edge** 8

![Diagram of input indicators and connections]
5.2 ELEVATOR TO DOOR CONTROLLER OUTPUT CONNECTIONS

**HALL OPEN** - output relay
Contact closes when zoned hall door open button is pressed.

**HALL CLOSE** - output relay
Contact closes when zoned hall door close button is pressed.

**DOOR STOP** - output relay
Normally open contact closes and normally closed contact opens, when zoned hall door stop button is pressed or doors are stuck.

**REVERSING EDGE** - output relay
Output - normally open contact closes and normally closed contact opens when edge is activated.

**DOOR OPEN** - output relay
Normally open contact closes and normally closed contact opens when landing door and car door are open.

**DOOR CLOSED** - output relay
Normally open contact closes and normally closed contact opens when landing door and car door are closed.

![Diagram of elevator controller output connections]

**Attention!**
See Parameter 97 for power-up mode relay condition.

**USER 1** - output relay
Default: Normally open contact closes and normally closed contact opens when both landing door and car door are 3/4 open.
Option: see parameter 65

**USER 2** - output relay
Normally open contact closes and normally closed contact opens when both landing door and car door are 3/4 closed.
Option: see parameter 85

**NOTE**
Elevator controller interface connections to the Car Door Controller ONLY. No connection to landing door controller.
5.3 LANDING AND CAR DOOR INTERLOCKING CIRCUITS

Wiring
Note: The following interlock safety circuit wiring is for reference only.
REFER TO THE ELEVATOR PRINTS FOR PROPER INTERLOCK WIRING.

Elevator Control Operation

1) All DC (hoistway door closed) and GC (car gate closed) contacts should be connected in series and that the contacts be made when the doors and gates are closed.

2) All DI (hoistway door lock) contacts should be connected in series and the contacts be made when all doors are locked.

When the elevator controller is signaled, “all doors closed” through the DC and GC circuits, the elevator controller may initiate retiring cam operation (see Retiring Cam Initiation Contact). Initiation will cause the retiring cam face to retire (lift). When the interlock roller is no longer depressed by retiring cam, hoistway door locking action takes place and the elevator controller is signaled, “all doors locked” through the Di circuit. The elevator controller shall not allow the elevator car to run unless all DC (hoistway door closed) and GC (gate closed) and DI (hoistway door locking) contacts are made.

Sequence of Operation

<table>
<thead>
<tr>
<th>INTERLOCK SAFETY CIRCUIT AND RETIRING CAM INITIATION</th>
<th>CAR DOOR (GATE) CLOSED CIRCUIT</th>
<th>LANDING DOOR CLOSED CIRCUIT</th>
<th>RETIRING CAM INITIATION</th>
<th>LANDING DOOR LOCKED CIRCUIT</th>
<th>ELEVATOR CAR MOVEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>GC (X1-X2/X7)</td>
<td>OPEN</td>
<td>OPEN</td>
<td>DROPPED</td>
<td>UNLOCKED</td>
<td>ELEVATOR STOPPED</td>
</tr>
<tr>
<td>DC (X3-X4/X5)</td>
<td>OPEN</td>
<td>LANDING DOORS CLOSED</td>
<td>RETIRING CAM LIFTS</td>
<td>LANDING DOORS LOCKED</td>
<td>ELEVATOR CAR MOVING</td>
</tr>
<tr>
<td>RC [INPUT 5]</td>
<td>DROPPED</td>
<td></td>
<td></td>
<td>UNLOCKED</td>
<td>ELEVATOR STOPPED</td>
</tr>
<tr>
<td>DI (X5-X6/X9)</td>
<td>UNLOCKED</td>
<td></td>
<td></td>
<td></td>
<td>ELEVATOR STOPPED</td>
</tr>
</tbody>
</table>
### 6.0 CONTROLLER SETTINGS

#### 6.1 DOOR MOTION PROFILES AND PARAMETERS

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Description</th>
<th>Range</th>
<th>Landing Pre Set</th>
<th>Car Pre Set</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Reset Overload (00 = Do not reset, 01 = Reset)</td>
<td>00-01</td>
<td>00</td>
<td>00</td>
</tr>
<tr>
<td>2</td>
<td>Controller Type: Car Door, Landing Door, Slave</td>
<td>Cd,Ld,SL</td>
<td>Ld</td>
<td>Ld</td>
</tr>
<tr>
<td>3</td>
<td>Channel: set a unique Channel for each line of doors</td>
<td>11-22</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>4</td>
<td>Floor: set a unique Floor address for each Landing Door (note: 00 is not a valid address)</td>
<td>00-30</td>
<td>00</td>
<td>N/A</td>
</tr>
<tr>
<td>5</td>
<td>Learn Command: used to learn the opening</td>
<td>Lr or --</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>6</td>
<td>Learn Speed: set learn and power-up speed</td>
<td>40-70</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>7</td>
<td>Car Door Duty: increase the car door duty</td>
<td>Sd-Hd</td>
<td>N/A</td>
<td>Sd</td>
</tr>
<tr>
<td>8</td>
<td>Open High Speed: set the opening high speed</td>
<td>20-99</td>
<td>99</td>
<td>99</td>
</tr>
<tr>
<td>9</td>
<td>Open Deceleration Zone: set distance of deceleration ramp</td>
<td>00-30</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>10</td>
<td>Open Low Speed: set low speed open</td>
<td>20-99</td>
<td>50</td>
<td>30</td>
</tr>
<tr>
<td>11</td>
<td>Open Low Speed Zone</td>
<td>00-30</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>12</td>
<td>Open Hold Torque: set the hold open torque</td>
<td>00-50</td>
<td>25</td>
<td>20</td>
</tr>
<tr>
<td>13</td>
<td>Close High Speed: set the closing high speed</td>
<td>20-99</td>
<td>99</td>
<td>85</td>
</tr>
<tr>
<td>14</td>
<td>Close High Speed Torque Limit</td>
<td>30-99</td>
<td>99</td>
<td>99</td>
</tr>
<tr>
<td>15</td>
<td>Close Nudging Torque Speed Limit</td>
<td>30-70</td>
<td>N/A</td>
<td>50</td>
</tr>
<tr>
<td>16</td>
<td>Close Nudging Speed Torque Limit</td>
<td>30-99</td>
<td>N/A</td>
<td>99</td>
</tr>
<tr>
<td>17</td>
<td>Close Deceleration Zone: set distance of deceleration ramp</td>
<td>00-30</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>18</td>
<td>Close Low Speed: set low speed close</td>
<td>20-99</td>
<td>50</td>
<td>30</td>
</tr>
<tr>
<td>19</td>
<td>Close Low Speed Zone</td>
<td>00-20</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>20</td>
<td>Close Hold Torque: set the hold close torque</td>
<td>00-50</td>
<td>25</td>
<td>20</td>
</tr>
<tr>
<td>Parameter</td>
<td>Description</td>
<td>Range</td>
<td>Landing Pre Set</td>
<td>Car Pre Set</td>
</tr>
<tr>
<td>-----------</td>
<td>-----------------------------------------------------------------------------</td>
<td>-----------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td>50</td>
<td>Control Interface: set discrete or CAN bus interface</td>
<td>00-01</td>
<td>N/A</td>
<td>00</td>
</tr>
<tr>
<td>52</td>
<td>Car Door Designation: 00 = Front, 01 = Rear</td>
<td>00-01</td>
<td>N/A</td>
<td>00</td>
</tr>
<tr>
<td>53</td>
<td>CmcMedia: 00 = RF, 01 = Wired RS_485</td>
<td>00-01</td>
<td>00</td>
<td>00</td>
</tr>
<tr>
<td>54</td>
<td>USING AS REPLACEMENT CONTROLLER If Parameter 80 is 18 or lower change Parameter 54 to 01</td>
<td>00-01</td>
<td>00</td>
<td>00</td>
</tr>
<tr>
<td>55</td>
<td>Lost Communication Reaction Time</td>
<td>04-18</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>60</td>
<td>Deceleration rate</td>
<td>01-10</td>
<td>03</td>
<td>03</td>
</tr>
<tr>
<td>61</td>
<td>Acceleration rate</td>
<td>01-10</td>
<td>03</td>
<td>03</td>
</tr>
<tr>
<td>62</td>
<td>USER 2 Close Limit: set position of the user door close limit</td>
<td>70-99</td>
<td>75</td>
<td>75</td>
</tr>
<tr>
<td>63</td>
<td>USER 1 Open Limit: set position of the user door open limit</td>
<td>70-99</td>
<td>75</td>
<td>75</td>
</tr>
<tr>
<td>64</td>
<td>User Limits Setting:</td>
<td>00-01</td>
<td>N/A</td>
<td>00</td>
</tr>
<tr>
<td>65</td>
<td>USER 1 options</td>
<td>00-06</td>
<td>03</td>
<td>00</td>
</tr>
<tr>
<td>70</td>
<td>Retiring Cam Ramp Up Time (0.1 second increments)</td>
<td>00-20</td>
<td>N/A</td>
<td>00</td>
</tr>
<tr>
<td>71</td>
<td>Retiring Cam Ramp Down Time (0.1 second increments)</td>
<td>00-20</td>
<td>N/A</td>
<td>00</td>
</tr>
<tr>
<td>72</td>
<td>Retiring Cam Duty Control</td>
<td>00-02</td>
<td>N/A</td>
<td>01</td>
</tr>
<tr>
<td>80</td>
<td>Software Version (read only)</td>
<td>2 digits</td>
<td>Software Version</td>
<td>Software Version</td>
</tr>
<tr>
<td>82</td>
<td>Motor Duty Control</td>
<td>00-02</td>
<td>01</td>
<td>01</td>
</tr>
<tr>
<td>83</td>
<td>Motor Overload Control</td>
<td>00-02</td>
<td>01</td>
<td>01</td>
</tr>
<tr>
<td>84</td>
<td>Drive Over Temperature Control</td>
<td>00-02</td>
<td>01</td>
<td>01</td>
</tr>
</tbody>
</table>
### Parameter Description

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Description</th>
<th>Range</th>
<th>Landing Pre Set</th>
<th>Car Pre Set</th>
</tr>
</thead>
<tbody>
<tr>
<td>USER 2 options</td>
<td>00 = USER 2 POSITION 01 = USER 1 POSITION 02 = ZONE 03 = BUZZ / STROBE 04 = DOOR OPEN POSITION 05 = DOOR CLOSED POSITION 06 = AUX2 INPUT 07 = LCT (BRIDGE MODE ONLY P50=1) 08 = OVERLOAD 09 = OVERDUTY 10 = OVERLOAD / OVERDUTY</td>
<td>00-06</td>
<td>03</td>
<td>00</td>
</tr>
<tr>
<td>Retiring Cam Startup Torque</td>
<td></td>
<td>50-99</td>
<td>N/A</td>
<td>50</td>
</tr>
<tr>
<td>SIMULTANEOUS OPERATION (INPUT 4 HIGH)</td>
<td>00 = CLOSE DIRECTION ONLY 01 = OPEN AND CLOSE DIRECTION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car Door Aux2 Input Option</td>
<td>00 = Disabled 01 = Independent Car Door Operation with input ON</td>
<td>00-01</td>
<td>N/A</td>
<td>00</td>
</tr>
<tr>
<td>Momentary Door Open / Door Close Option</td>
<td>00 = Constant DO and DC operation 01 = Momentary DO and DC operation</td>
<td>00-01</td>
<td>N/A</td>
<td>00</td>
</tr>
<tr>
<td>Power Up landing door speed (unzoned only)</td>
<td>00 = learn speed until final open/close limit 01 = normal profile speed</td>
<td>00-01</td>
<td>01</td>
<td>N/A</td>
</tr>
<tr>
<td>Buzzer Output: 00 = Pulsing, 01 = Continuous</td>
<td></td>
<td>00-01</td>
<td>01</td>
<td>00</td>
</tr>
<tr>
<td>Close Input Buzzer Control: 00 = Disabled, 01 = Enabled</td>
<td></td>
<td>00-01</td>
<td>01</td>
<td>01</td>
</tr>
<tr>
<td>Hall Stop Button Input:</td>
<td>00 = Normally Open, 01 = Normally Closed</td>
<td>00-01</td>
<td>00</td>
<td>N/A</td>
</tr>
<tr>
<td>Power-Up Settings:</td>
<td></td>
<td>01-03</td>
<td>02</td>
<td>02</td>
</tr>
<tr>
<td>Restore Factory Default Settings</td>
<td>00 – Exit without saving 01 – Restore all Motor parameters (#20 – 97) 02 – Restore all parameters (#2 – 97)</td>
<td>00-02</td>
<td>00</td>
<td>00</td>
</tr>
</tbody>
</table>

N/A – Not available

Speeds are expressed as a percentage of full speed. Zone is expressed as a percentage of total travel. Torque is expressed as a percentage of nominal voltage for corresponding speed.
## 7.0 TROUBLESHOOTING

### 7.1 INDEPENDENT MODE

**PEELLE ONLY OPERATION - USED FOR COMMISSIONING AND INDIVIDUAL LANDING/CAR DOOR OPERATION**  
(AUTO-IND slider switch set to IND)

<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Cause</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTO-IND slider not set to IND</td>
<td>Set AUTO-IND slider to IND</td>
<td></td>
</tr>
<tr>
<td>Wiring problem to Landing Door motor output or Car Door selector relay output</td>
<td>See Landing Door motor wiring</td>
<td>See sections &quot;car door encoder&quot; &amp; &quot;retiring cam motor&quot;</td>
</tr>
<tr>
<td>Flashing LCD “OVERLOAD” icon</td>
<td>Duty timer for motor has been exceeded. Cool down period required for motor regeneration. If condition persists, increase duty timer. See parameters P72 &amp; P82. Note: increasing duty timer may shorten motor life</td>
<td></td>
</tr>
<tr>
<td>Constant LCD “OVERLOAD” icon</td>
<td>Check Landing Door motor output or Car Door selector relay output for short circuit to ground See page 6 for Landing Door motor wiring See sections &quot;car door encoder&quot; &amp; &quot;retiring cam motor&quot; Acknowledge “OVERLOAD” by setting parameter P01 to 01</td>
<td></td>
</tr>
<tr>
<td>No operation from OPEN/CLOSE pushbutton</td>
<td>Controller type not set to Car Door (CD)</td>
<td>Check Land</td>
</tr>
</tbody>
</table>
## 7.2 AUTOMATIC MODE

**PEELLE ONLY OPERATION - USED FOR COMBINED LANDING AND CAR DOOR OPERATION**  
(AUTO-IND slider switch set to AUTO)

<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Cause</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTO-IND slider not set to AUTO</td>
<td>Set AUTO-IND slider to AUTO</td>
<td>All controllers must be set to AUTO.</td>
</tr>
<tr>
<td>Elevator not in Landing Door zone</td>
<td>Ensure retiring cam bottom assembly is on Landing Door roller arm</td>
<td></td>
</tr>
<tr>
<td>LCD “ZONE” icon not on at either Landing Door controller or corresponding Car Door controller</td>
<td>Ensure Input 3 is on at Landing Door controller.</td>
<td></td>
</tr>
<tr>
<td>LCD “ANTENNA” icon not on (or flashing) at zoned Landing Door controller or corresponding Car Door controller</td>
<td>Ensure Landing Door channel matches Car Door channel. Adjust parameter P03 if necessary.</td>
<td>Ensure Landing Door address is unique and not set to 00. Adjust parameter P04 if necessary.</td>
</tr>
<tr>
<td>LCD “EUD” icon on (or flashing) at Landing Door controller and flashing at corresponding Car Door controller</td>
<td>Constant LCD “EUD” icon = EUD is in STOP position at current landing.</td>
<td>Flashing LCD “EUD” icon = EUD is in STOP position at another landing on the same channel.</td>
</tr>
<tr>
<td>LCD “MULTIZONE” icon on at Landing Door controller and corresponding Car Door controller</td>
<td>Check all interlock zone micro switches. Only one zone micro switch can be on at a time on one channel.</td>
<td></td>
</tr>
<tr>
<td>Flashing LCD “OVERLOAD” icon</td>
<td>Duty timer for motor has been exceeded. Cool down period required for motor regeneration. If condition persists, increase duty timer. See parameters P72 &amp; P82. Note: increasing duty timer may shorten motor life.</td>
<td></td>
</tr>
<tr>
<td>Constant LCD “OVERLOAD” icon</td>
<td>Check Landing Door motor output or Car Door selector relay output for short circuit to ground. See page 6 for Landing Door motor wiring.</td>
<td>See sections &quot;car door encoder&quot; &amp; &quot;retiring cam motor&quot; Acknowledge “OVERLOAD” by setting parameter P01 to 01.</td>
</tr>
</tbody>
</table>
### Problem | Possible Cause | Action
---|---|---
Are LCD input icons on Car Door controller? If not check the following: If Peelle power is used to power Peelle inputs, missing jumper from Input Com terminal to V– terminal on Car Door controller If external power is used to power Peelle inputs, missing external power reference wire on Input Com terminal on Car Door controller | Add jumper from Input Com to V–. Ensure external power reference is wired to Input Com. Note: ensure no connections to Peelle V+/V–. Ensure parameter P50 is set to 00. | 
Landing Door stop input on | Ensure input 5 is off on Landing Door controller. See page 10 See Automatic Mode chart | 
Landing/Car door stopped before final open/close | Door may be mechanically obstructed. Fix obstruction. If there is not enough power in slow speed for final open or final close, increase the following parameter(s) in multiples of 5 until fixed: Open direction - P27 Close direction - P48 | 
Elevator controller is sending outputs to Peelle controller but no Landing/Car Door operation in close direction | Light curtain obstructed | Check light curtain alignment
### 7.4 ERROR CODES

If the setting is flashing from encoder count (5 digits) to an error code (4 digits) refer to the following.

**How to read**

Example: Car Door Error 06 10

The first two digits are the sum of the first four possible errors.

06 = 02 (car door motor run error) + 04 (car motor over duty)

The last two digits are the sum of the last four possible errors.

10 = 02 (EUD error) + 08 (lost zone)

---

**Car door error codes - first two digits**

- 01 - Landing door motor run error
- 02 - Car door motor run error
- 04 - Car motor over duty
- 08 - Retiring cam motor over duty

**Car door error codes - last two digits**

- 01 - Not used
- 02 - EUD error
- 04 - Multi Zone error
- 08 - Lost zone

**Landing door error codes - first two digits**

- 01 - Landing door motor run error
- 02 - Not used
- 04 - Landing door motor over duty
- 08 - Not used

**Landing door error codes - last two digits**

- 01 - Not used
- 02 - EUD input set
- 04 - Multi Zone error
- 08 - Lost zone

To clear error codes cycle the AUTO-IND slider switch.
### Radio Communication
- Antenna is ON solid when elevator is at a floor and door is ZONED
- Antenna is ON solid when EUD is SET whether door is ZONED or not
- Antenna is OFF when elevator is not ZONED
- For intermittent flashing in ZONE adjust channel selection

### Motor Overload / Over Duty
- OVERLOAD is ON solid when over current exists at motor output
  - Check for shorts on motor line
  - Check for shorts to ground
- Reset of overload is required; set parameter 01 to 01 and press ENTER to clear (must go to IND mode)
- OVERLOAD is flashing when motor run time exceeds duty
  - Let motor reset for 5 minutes
  - Over Duty does not require reset

### Multiple Zone
- MULTIZONE indicator is shown when two or more landing door controllers are ZONED on the same channel
- Check zone switches and ZNS inputs at landings

### Number Display
- Number display show encoder count (door position)
- Approximately 0-50 for landing door closed position
- Full count for open position
- May flash fault codes for Peelle Use

### Input Indicators
1. HDO - Hall door open button
2. HDC - Hall door closed button
3. ZNS - Floor Zone switch
4. EUD - Emergency Unlocking Device
5. STOP - Hall door stop button
6. AUX1 - Not Used
7. AUX2 - Not Used
8. RE - Hall door light curtain input (where provided)

### Landing Zone
- Zone is ON solid when elevator is at a floor with retiring cam extended and door unlocked
- Input indicator is ZNS is ON when door is ZONED
- Zone and are OFF when doors are locked and / or car is moving between floors
- Doors will not run if ZONE is not made
- Check ZNS and zone switch

### Door Stop Sign
- Door Stop Sign is ON whenever motors are not running
- Door Stop Sign is OFF when power is being applied to motors

### Emergency Unlocking Device
- EUD is ON solid when EUD is STOP at that floor
- Input indicator is ON when EUD is STOP at that floor
- EUD is flashing when EUD is STOP at another floor on same channel
- Doors will not run if any EUD is STOP on the same channel

### 7.5 LANDING DOOR LCD
Radio Communication
- Antenna is ON solid when elevator is at a floor and door is ZONED
- Antenna is OFF when elevator is travelling
- Antenna is Flashing Constant when elevator is not ZONED
- For intermittent flashing in ZONE adjust channel selection

Motor Overload / Over Duty
- OVERLOAD is ON solid when over current exists at motor output
- Check for shorts on motor line
- Check for shorts to ground
- Reset of overload is required; set parameter 01 to 01 and press ENTER to clear (must go to IND mode)
- OVERLOAD is flashing when motor run time exceeds duty
- Let motor reset for 5 minutes
- Over Duty does not require reset

Multiple Zone
- MULTIZONE error is shown when two or more landing door controllers are ZONED on the same channel
- ZONED floor addresses are shown in Number Display
- Check ZONE switches and ZNS inputs at landings

Number Display
- Number display show encoder count (car door position)
- Approximately 0-50 for car door closed position
- Full count for open position
- Will show floor addresses in MULTIZONE error
- Shows floor addresses when and EUD is SET
- May flash fault codes for Peelie Use

Emergency Unlocking Device
- EUD is flashing when an EUD has been STOP
- EUD is OFF when all landing doors have been RUN
- Floor addresses where EUD is STOP are shown in the Number Display
- Doors will not run if any EUD is STOP on the same channel

Landing Zone
- Zone is ON solid when elevator is at a floor with retiring cam extended and door unlocked
- Zone is OFF when all doors are locked and / or car is moving between floors
- Doors will not run if ZONE is not made
- Check ZNS and zone switch

Input Indicators
1 DO - Door open command from elevator
2 DC - Door closed command from elevator
3 SE - Close nudging command from elevator
4 DCM - Fast close command from elevator
5 RC - Retiring cam command from elevator
6 BUZZ - Close warning buzzer command from elevator
7 AUX2 - Not Used
8 RE - Reversing edge input from car door

Door Stop Sign
- Door Stop Sign is ON whenever motor is not running
- Door Stop Sign is OFF when power is being applied to motor

7.6 CAR DOOR LCD
8.0 TECHNICAL SPECIFICATIONS

Technical Data | Specification
---|---
Input Power | 5.5A @ 240V, 1.3 kW
Supply Voltage | 208-240V, 1 Ø AC, 50/60Hz
Output Power | 0-230V, 3 Ø AC, 4.2A, 0-60Hz
Output Motor | 0.75 kW (1 HP)
Digital Inputs | 8 provided, 12-30V, AC or DC
Encoder Input | Incremental, NPN, 12VDC, 120 PPR
Relay Outputs | 8 provided, Form C, 10A, 125VAC
Input Indicators | LCD screen
Output Indicators | LED
Enclosure Protection | NEMA 1,4,4X (indoor use only) - IP 65
Temperature | 40 Deg C Max
Dimensions | 200mm x 430mm x 85mm (W x H x D)
Mounting Method | 4 screw holes on outside perimeter
Equipment Class | Digital Transmission System
Wireless Network | 802.15.4 LR-WPAN standard
Wireless Frequency | 2.4GHz
Wireless Output | 0.094 Watts
Wireless Range | 100m floor-to-floor up to 99 floors
User Interface | On board pushbuttons with visual display
Visual Display | 50mm x 40mm back-lit LCD
Parameters | User adjustable with factory presets and defaults
Learn Adjustment | Automatic by user parameter
Landing Door Address | User selectable parameter
Car or Landing Door Type | User selectable parameter
Fail Safe Condition | Door Stop if communication lost

Standards
- Elevators and Lifts
  - ASME-A17.1/CSA-B44
  - ASME-A17.5/CSA-B44.1
  - EN 81
  - EN 12015 and EN12016
- Telecommunication
  - FCC
  - Industry Canada
  - R&TTE Directive

Certification
- ETL Listing and Certification Mark
- FCC Grant of Equipment Authorization
- Industry Canada Certificate of Acceptance

Declaration
This device complies with part 15 of the FCC rules. Operation is subject to the following two conditions: (1) the device may not cause harmful interference, and (2) the device must accept any interference received, including interference that may cause undesired operation.

Modifications not expressly approved by The Peelle Company Ltd. could void the user’s authority to operate the equipment under FCC rules.
9.0 EC DECLARATION OF CONFORMITY

Manufacturer:
The Peelle Company Ltd.
195 Sandalwood Pkwy W.
Brampton, Ontario L7A 1J6
CANADA

We, The Peelle Company Limited of Brampton, Ontario, declare that the product designated below complies with the relevant fundamental requirements of Article 3 of the Lifts directive 2014/33/EU insofar as the product is used as intended and the following standards applied:

Product: Wireless Freight Door Controller, 2.4GHz, 802.15.4 Transceiver Module
Manufactured by: The Peelle Company Ltd. Trade mark: Peelle
Model: WFDC 27451 Car Door, WFDC 27452 Landing Door
Environment of use: Residential, commercial and light industry

Standards:
-Lifts EN 81-20:2014 Safety rules for the construction and installation of lifts
EN 12015:2014 Electromagnetic compatibility – Emissions
EN 12016:2013 Electromagnetic compatibility – Immunity
EN 61000-6-1:2007 Electromagnetic compatibility (EMC)

-Telecommunication EN 50371, EN 301 489-1, EN 301 489-17, EN 300 440

Date of issue: MAY 2017
Place of issue: Brampton, Ontario, CA

Frank Leo P.Eng.
Engineering Manager