



**Quadri di Manovra per Ascensori**  
*Lifts Control Panels*

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**INSTRUCTION MANUAL  
FOR CONTROL PANEL  
WITH EURO-00 MICROPROCESSOR BOARD**

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## SAFETY INFORMATIONS



The control panel must be connected always with grounding system. If control panel is not correctly ground connected, may be caused person injury or death.



Do not connect power supply exceeding the working voltages. If excessive voltages are applied the control panel components will be damaged.



Only qualified person can put to use the system. The latter is responsible for correct grounding system connection, appropriately cables protection, and perfect operation, according to standard regulations, of all system safety devices.

**ATTENTION:** before starting assembly operation it is important to read this instruction manual.

**ATTENTION:** the guarantee is activated since the delivery time.

The control panel must not suffer any modification or tampering, penalty guarantee ending.

**PELAZZA PEPPINO S.r.l**  
**does not assume any responsibility for any damage to properties or persons caused by improper use.**

## EURO-00 MICROPROCESSOR BOARD TECHNICAL FEATURES

- Power supply 14 ÷ 24 Vac.
- Safety chain operating voltage 24 ÷ 110 Vcc or Vac (EXC-ALT-CS optoinsulated inputs).
- Transistor output short-circuit protection, max load 0,5A.
- Relay output for run contactors, open/close door and cabin busy light (OCC), max load 5A.
- Parameters stored in EEprom memory (parameter values kept stored also without power supply).
- Operating temperature 0°C a + 50°C
- Dimensions 240 x 160 mm
- Weight 450g

### MAXIMUM NUMBER OF STOPS

- Parallel configuration:

#### 1 POLE PER FLOOR DISPLAY. WITHOUT EXPANSIONS

Operation mode	Full collective	Down collective	Universal
Nr. Stops	6	8	12

#### BINARY CODED DISPLAY. WITHOUT EXPANSIONS

Operation mode	Full collective	Down collective	Universal
Nr. Stops	8	12	24

#### WITH EXPANSIONS

Operation mode	Full collective	Down collective	Universal
Nr. Stops	24	32	32

- Serial configuration only for cabin:

**1 POLE PER FLOOR DISPLAY. WITHOUT EXPANSIONS**

Operation mode	Full collective	Down collective	Universal
Nr. Stops	8	12	12

**BINARY CODED DISPLAY. WITHOUT EXPANSIONS**

Operation mode	Full collective	Down collective	Universal
Nr. Stops	12	24	24

**WITH EXPANSIONS**

Operation mode	Full collective	Down collective	Universal
Nr. Stops	24	32	32

- Serial configuration complete:

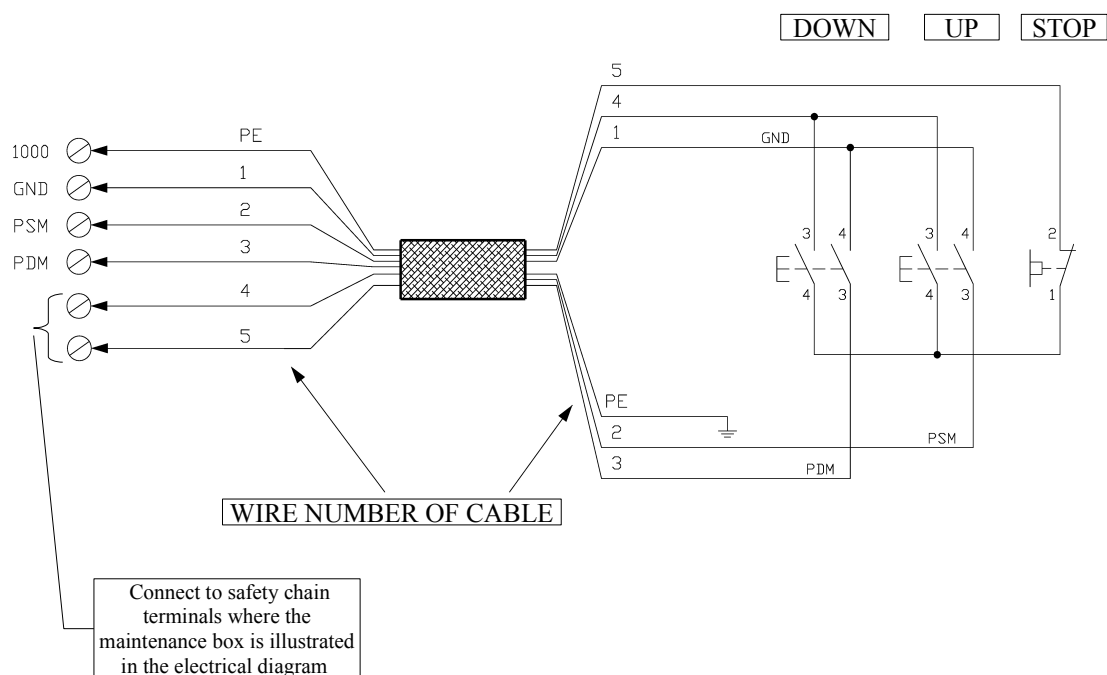
Operation mode	Full collective	Down collective	Universal
Nr. Stops	32	32	32

## ASSEMBLY OPERATION

Connect the below devices following the control panel electrical diagram:

- Final limit
  - Pit stop
  - Over-speed governor
  - Frame
  - Preliminary contacts
  - Cabin door contact
  - Locks
  - Provisory maintenance box
  - Traction motor (U, V, W)
  - Motor brake (F+, F-)
  - Retiring cam (PR+, PR-)
  - Unit pump oil (direct connection X, Y, Z) (connection  $\gamma \rightarrow \Delta$  U1, V1, W1 and U2, V2, W2 )
  - Solenoid electrovalves (start, levelling, down)
  - Thermistor (TM1, TM P.C.B terminal)
  - Make electric jumper for re-phase magnetic sensors (RD with GND and RS with GND)
  - Make electric jumper for maintenance mode (MAN with GND)
- } If you have not the possibility, make electric jumper inside control operating panel.
- } See following diagram

## PROVISORY MAINTENANCE BOX CONNECTION EXAMPLE



### **ATTENTION:**

if the system does not move, executing a maintenance up or down command, check that:

- voltage between controller terminal “1000” and EURO-00 inputs EXC-ALT-CS is present
- PSM and PDM EURO-00 input leds are on when maintenance command up (PSM) or down (PDM) are pressed.
- RS e RD EURO-00 inputs are on.

If everything is correct, check the IMMEDIATE INFORMATIONS, pressing button DATO (S1).

## MAGNETS AND SENSORS POSITIONING

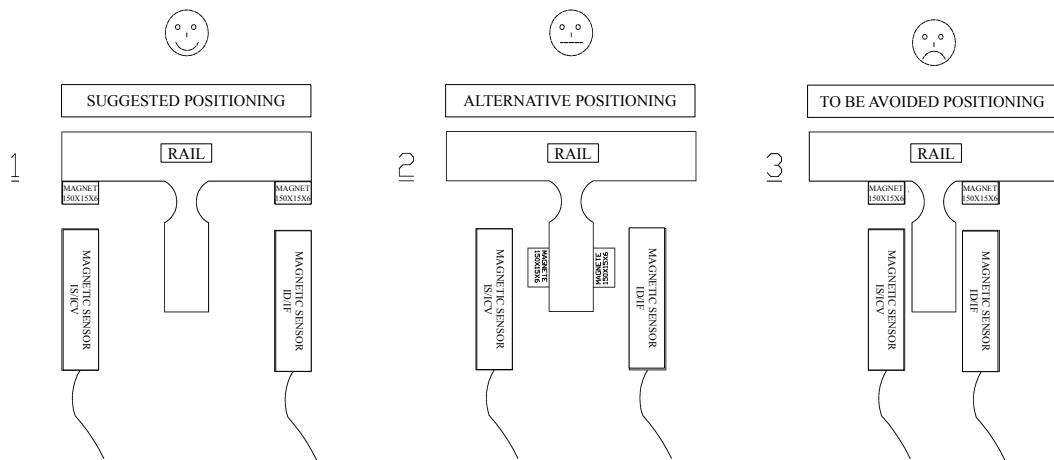


Fig.1

In picture nr.1 are represented three magnets positioning methods, regard to the magnetic sensor. It is confirmed that method 1 is the best magnet positioning. Avoid positioning of magnets in the corner of the rail.

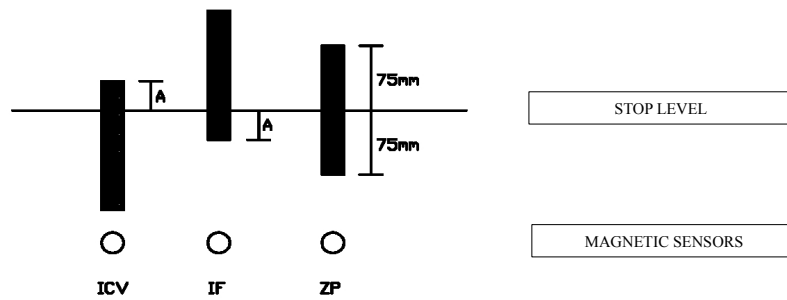


Fig.2

In picture nr.2 are represented the right magnets positioning at stop level. The centre of magnet ZP must be exactly at stop level. In case of re-leveling function enabling, the quote "A" must not be greater than 20 millimeter.



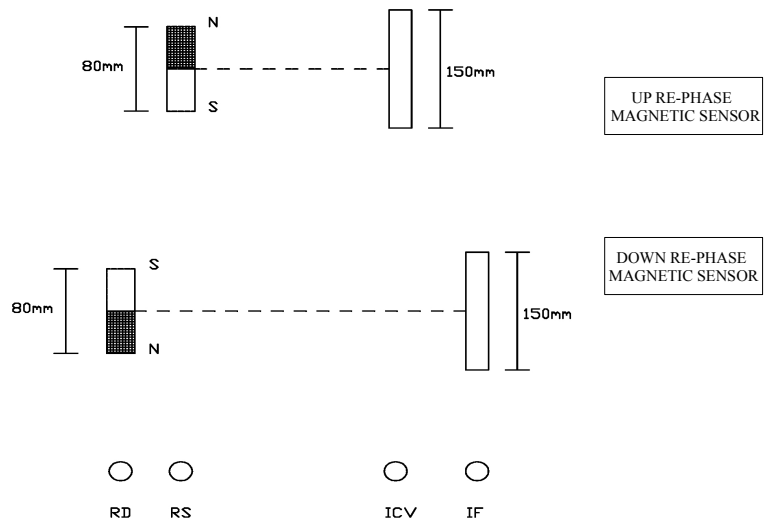
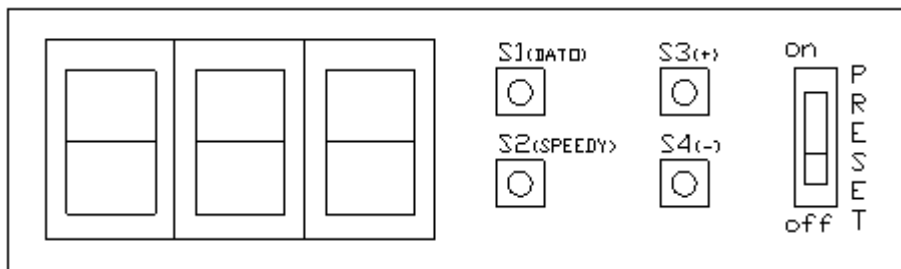


Fig.3

In picture nr.3 are represented the right positioning of re-phase magnets (RD and RS) compared to the selector magnets (ICV and IF).  
The centre of re-phase magnets must be at the same level of the centre of the selector magnets.

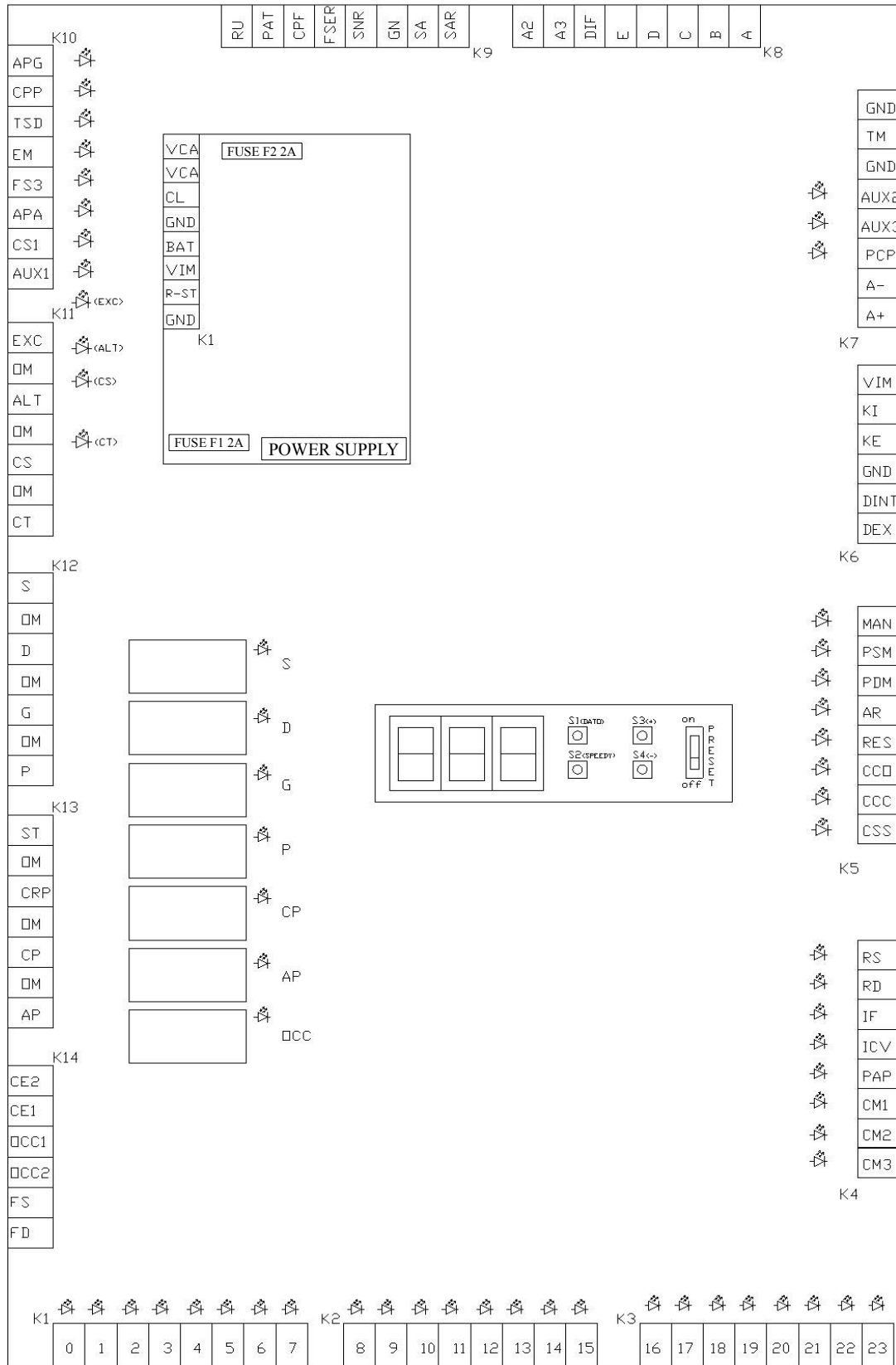
## EURO-00 PROGRAMMING PROCEDURE

- 1) Switch to ON the PRESET selector to start the programming mode.  
The system will become busy and “P00” is displayed.
- 2) Using UP (S3) and DOWN (S4) button, select the address to be modified and viewed.
- 3) When the desired address is selected, it is possible to display the relative value pressing DATO (S1) button.
- 4) To modify the value keep pressed the DATO (S1) button and press UP(S3) or DOWN(S4) button to select the new setting. When the desired value is reached release the DATO(S1) button: if the memorization is correct the display will blink 3 times with the correct value.
- 5) To exit from programming mode, switch to OFF the PRESET selector, the system will become operative with the new settings.



PROGRAMMING KEYPAD

# EURO-00 BOARD LAYOUT



## IMMEDIATE INFORMATIONS

During the normal lift functioning, without fault indications and with PRESET selector in “OFF” position the following operations are possible:

- A) Pressing SPEEDY (S2) button the battery voltage is displayed.
- B) Pressing DATO (S1) button some conditions that might prevent the normal lift function are displayed.

If none of these conditions is active, pressing DATO (S1) button the display still show the number of stop level .

In order of priority the possible conditions are:

Code	Description
S41	First safety chain open (ALT off)
S42	Photocells or safety edges interrupted (CM1-2-3)
S43	Open-door button pressed (PAP)
S44	Close-door button pressed (PCP)
S45	Overload active (CSS)
S46	Full-load active (CCC)
S47	30Kg load active (CCO)
S48	Alarm input active (A+ / A-)
S49	Emergency mode active (EM)
S50	Maintenance up button pressed (PSM)
S51	Maintenance down button pressed (PDM)
S52	Maintenance mode active (MAN)
S53	Fireman function active (FS3)
S54	Car priority function active (CM3)
S58	Duplex communication active

High priority



Low priority

## FAULT CLEARING

With EURO-00 board in fault status, pressing SPEEDY (S2) button for a few seconds, the error status is erased and the system is reactivated if the cause was a blocking fault.

If the error status can not be erased pressing SPEEDY (S2) button, means that the error condition is still active.

## **FAULT HISTORY**

EURO-00 board stores up-to 32 errors, in sequence from the most recent to the oldest. Pressing simultaneously S1 and S2 buttons the last memorized error is shown. Releasing one or both buttons S1,S2 for more than one second the fault is cancelled. Continuing for more times to press simultaneously S1 and S2 the whole sequence of faults is shown.

## **FAULT HISTORY CLEARING**

For erasing the fault history keep pressed SPEEDY (S2) button and hit three times the DATO (S1) button at intervals of around one second: at the third time keep press DATO(S1) until “99” is displayed to confirm the fault history clearing.

## FAULTS DESCRIPTION

NB= unblocking fault (if error condition is cleared, the fault code keeps blinking until new call is done)

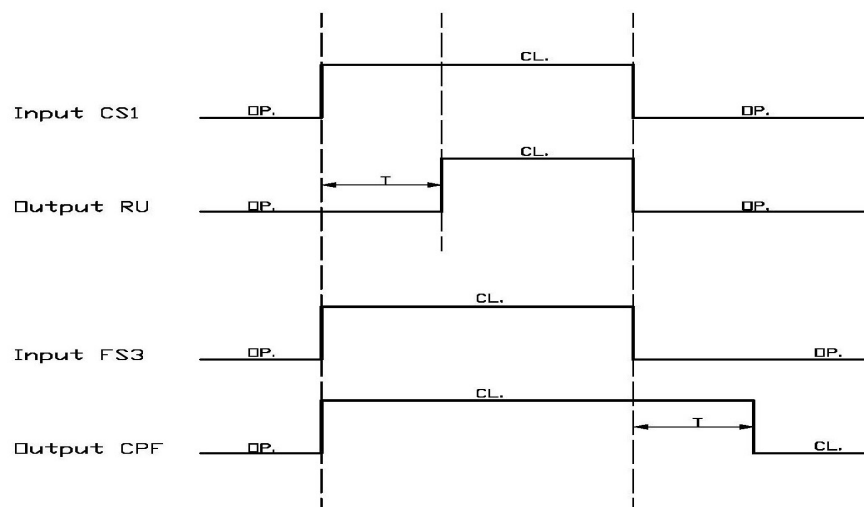
B= blocking fault (the lift is blocked and for reactivation it is necessary to press SPEEDY (S2) button until the fault indication is cleared)

CODE	FAULT CATEGORY	FAULT DESCRIPTION
0-31	NB	Missed start due to malfunction of the safety contact or safety contact has been opened during the run and operator couldn't close the doors.
37	NB	IS , ID sensor doesn't match doors zone sensor (APA), ID or ID fault, or APA fault.
38	NB	Failed floors count ascending. IF/ID or ICV/IS sensors don't switch properly or wrong floors number (address '36' value greater than effective floors number). Stop at top or bottom floor.
39	NB	Failed floors count descending. IF/ID or ICV/IS sensors don't switch properly or wrong floors number (address '36' value greater than effective floors number). Stop at top or bottom floor.
41	NB	DRS or DRD sensors always opened or wiring fault.
42	NB	Stop zone not found: wrong placement sensors or IF fault if IF/ICV.
43	NB	ICV slowing down sensor fault (IF/ICV configuration only). Stop on the floor on IF.
44	NB-B	DRS always closed or RS input always to ground or wrong floors number (address 36 is less than effective floors number ). (at the second fault in a row the halt is permanent)
44	NB-B	DRD always closed or RD input always to ground or wrong floors number (address 36 is less than effective floors number ). (at the second fault in a row the halt is permanent)
45	NB	Speed change not done, 'high speed' contactor jammed.
46	NB	'Low speed' contactor or closing doors relays jammed.
47	NB	Ascent or Descent contactors jammed.
48	NB	'Hi speed' contactor or doors opening relays jammed
49	NB	Ascent contactor coil fault or wiring fault
50	NB	Descent contactor coil fault or wiring fault
51	NB	'High speed' contactor coil fault or wiring fault
52	NB	'Low speed' contactor coil fault or wiring fault
53	NB	Missed start during phasing procedure.
54	NB	Closing doors contactor fault or wiring fault with doors still opened or safety contact fault with closed doors. (CPP closed, CS opened)
55	NB	Opening doors contactor fault or wiring fault with doors still closed or safety contact fault with opened doors. (APG closed, CS closed) (if '2' or '3' on address 29 halt is permanent)
56	NB	Faulty operator during opening. Doors partially opened or still closed. (APG contact open, CS closed)
58	NB	Memory faulty (only during programming). Cannot store new settings.
61	NB	Operator faulty in closing doors and doors partially opened or completely opened or safety contact fault with closed doors. (CPP open, CS open)
62	B	FS3 input doesn't switch from lower floor (RD) to the upper one (RS).
63	B	No more programmed runs
64	B-NB	Motor thermal protection
66	NB	Stop zone too short or stop delay too long (address '11' ).
67	NB	Re-opening devices (CM or PAP) active over maximum time
68	NB	Shortcut on outputs and battery
72	NB	Internal cabin serial fault or wiring fault.
73	NB	External cabin serial fault or wiring fault.
74	B-NB	A3 system error, for hydraulic version HYDR/H (NB) or electric version ELEC/L (B), caused by input AUX1 open with system in stop
75	B-NB	A3 system error, for hydraulic version HYDR/H (NB) or electric version ELEC/L (B), caused by input AUX1 close with system at start
80	NB	Maximum travel run time expired

81	B-NB	Final limit, EXC input missing
82	B	Re-levelling fault. (re-levelling timeout)
83	B	Safety circuit fault. (control on CS1)
84	B	Run direction opposite to set run direction. (opening RD in ascent, opening RS in descent)
85	B	A3 system error, for uncontrolled movement detection
86	B	A3 system error, for hydraulic version HYDR/1 or HYDR/1B 1° valve monitoring failure or for electric version ELEC/1 or ELEC/1R BR1(brake contact) malfunctioning
87	B	A3 system error, for hydraulic version HYDR/1 or HYDR/1B 2° valve monitoring failure or for electric version ELEC/1 or ELEC/1R BR2(brake contact) malfunctioning
89	B	A3 system error, for hydraulic NGV system RUN and RDY monitoring failure.
90	NB	Auto reset, possible firmware error, check all EURO-00 parameters.
91	NB	Auto reset, EURO-00 undervoltage, possible electric noise.
99	NB	No error stored in fault history

## PROGRAMMABLE TIMES TABLE

PARAMETER	LIMIT VALUES	PARAMETER NAME	DESCRIPTION
0	0 – 45 sec.	TIG	Gong pulse duration. ( 0 → disabled )
1	2 – 45 sec.	TOP	Maximum time door opening command is active. If door's opening is not complete in this time a fault is signalled
2	2 – 45 sec.	TAP	Pending with open doors with active 'Busy' signal
3	2 – 45 sec.	TCH	Maximum time door closing command is active. If door's closing is not complete in this time a fault is signalled
4	2 – 99 sec	TRA	Door opening delay after stop at floor and delay on door opening (pre-opening) earlier then the detection of APA signal with safety circuit (TRA>=70, delay=TRA-70).
5	10 – 99 sec.	TMP	Maximum time between door closure and 'no car start' fault is signalled.
6	10 – 99 sec.	TMC	Maximum travel run time. Maximum timeout during which drive commands are activated between floors (they are reset next to the stopping zone and to the slowing down zone) (If <10 → TMC=typical; If >=80 time = 80 + (tmc-80)*10). If = 99 control disable.
7	0 – 99 sec.	RIP	Auto-level timeout
8	1 – 99 sec.	RCPV	Slowing down delay
9	0 – 25 sec	TOC	Time during which the "Busy" signal is ON after start closing doors.
10	0 – 99 dec.	TST	OLEODINAMIC system: - 1-69 → TP Y/Delta time delay; - 70-99 → TP always ON and TG delayed of TST-70 * If TST <70 and it is an odd value, CPP control signal is activated before the TS signal activation. Electric system: - 0-69 → TP low speed; - 70-99 → TP always ON
11	0 – 99 dec.	TRIF	Stop delay after magnetic sensors stop area detection
12	1 – 99 x 10 sec.	TSN	Waiting time since quenching 'busy' signal before moving the car to the programmed floor at address '83'.
13	1 – 99 min.	SBA	Battery detachment time after Emergency procedure activation (EM input) and no further A (alarm) button press. (99 → No detachment)
14	0 – 95 dec.	TMR1	TMR1 between CS1 input and RU output
15	1 – 93 dec.	CHF	TMR3 between FS3 input and CPF output
16	0 – 99 dec.	RITUSC	Delay time on switching contactors' control TS, TD, TP, TG, RCP,RAP
17	0 – 99 dec.	RITING	Delay time on control inputs EXC, ALT, CS, RD, RS, TSD, APG, CPP, EM, CS1. Delay reverse direction driving
18	0 – 99 dec.	LETT	Rebound time on calls





## CONTROL PANEL MAINTENANCE

Although the control panel do not require any particular maintenance it is however necessary to avoid any alterations over the course of time of the initial characteristics of the components and their wires.

This requires periodical checks and taking any eventual necessary measures:

- Insure that environmental conditions are still suitable (temperature, humidity, excess dust etc.).
- Check the cables and terminals screws. The wiring should be examined for wear on the bends and any rubbings. Any defective parts should be substituted immediately.
- Check the efficiency of arcing-contact and diodes; any deterioration of these will accelerate the wear of the contacts which operate the contactors including the safety lock contacts. Substitution should be made of any unsuitable material.
- The relays, contactors and mini-contactors on the control panel should be replace before showing any black marks or before breakage. By doing this any system errors or malfunctions can be avoided. Please see the table attached with the electrical diagram.
- Substitute the relays and the contactors with another of the same type paying attention to the rated voltage of the components (there are, on the same control panel, circuits with different voltages).
- Check the battery charge status and make sure that the battery charger has a correct charging voltage.
- In undertaking the normal maintenance of the lift shaft make sure not to move the magnets sensors from their initial positions.
- For the maintenance of the frequency inverter, please see the information contained in the relative manufacturing manual.