

HUMAN INTERFACE

This chapter describes how to interface with the SWIFT series computer via a portable terminal or a modem. The first section lists all the messages that can be received during power-up or reset. The second section shows how to log-on the computer, while the third section describes how to use the special editing and control characters, and how to monitor or change the job parameters such as 'Long Door Time' or the 'Acceleration Rate'.

When power is applied to the controller, an internal power-up reset signal causes the processor to start-up in an orderly way. The processor acknowledges the start-up and invokes the System Confidence Test (SCT) which displays its results to the console output port. If a terminal is connected to the diagnostic serial port (Connector J2 on SBC-88/25 board), this sequence can be monitored by the service technician or the installer.

The Memory and EEPROM tests are associated with devices on the processor board. If the EEPROM test fails, it probably indicates a checksum error or invalid(s) job parameters. The SIO diagnostic and monitor (see next sections) can be used to alter the EEPROM content and reenter the System Confidence Test.

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| SWIFT-5000      ( 1020-1 Car# 5 ) |
-      ^      ^      ^      -
      |      |      |----- Building Car Designation
      |      |----- CEC Car Number
      |----- CEC Job Number

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**  Note: One message per board.
*** Note: Ready to accept Log-on
        password.

```

Light, Bar < space>

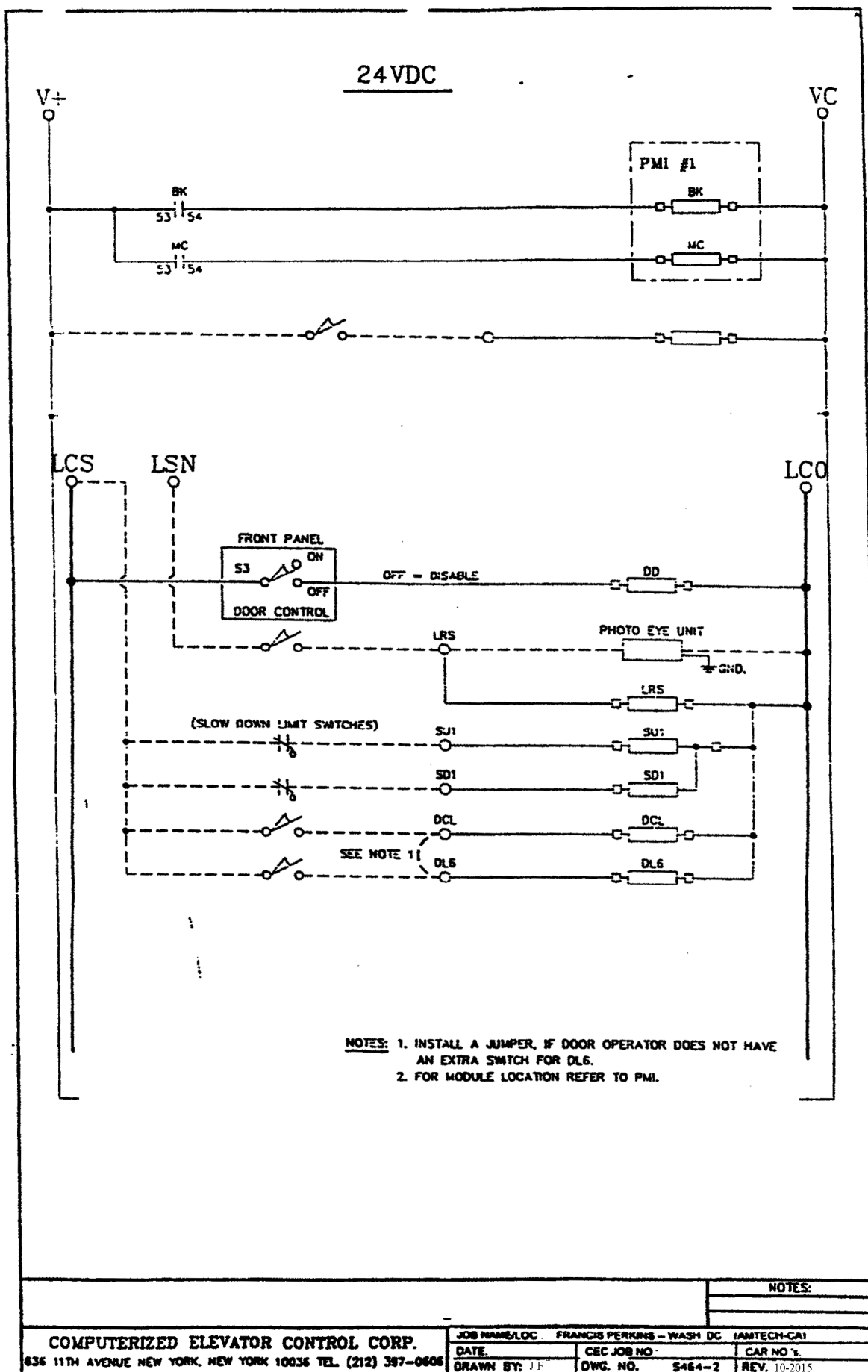
VIII. TROUBLESHOOTING CHECKLIST FOR CAR CONTROLLER

For proper operation of the elevator, whether trying to run on inspection or automatic, the following inputs must be energized in the correct sequence.

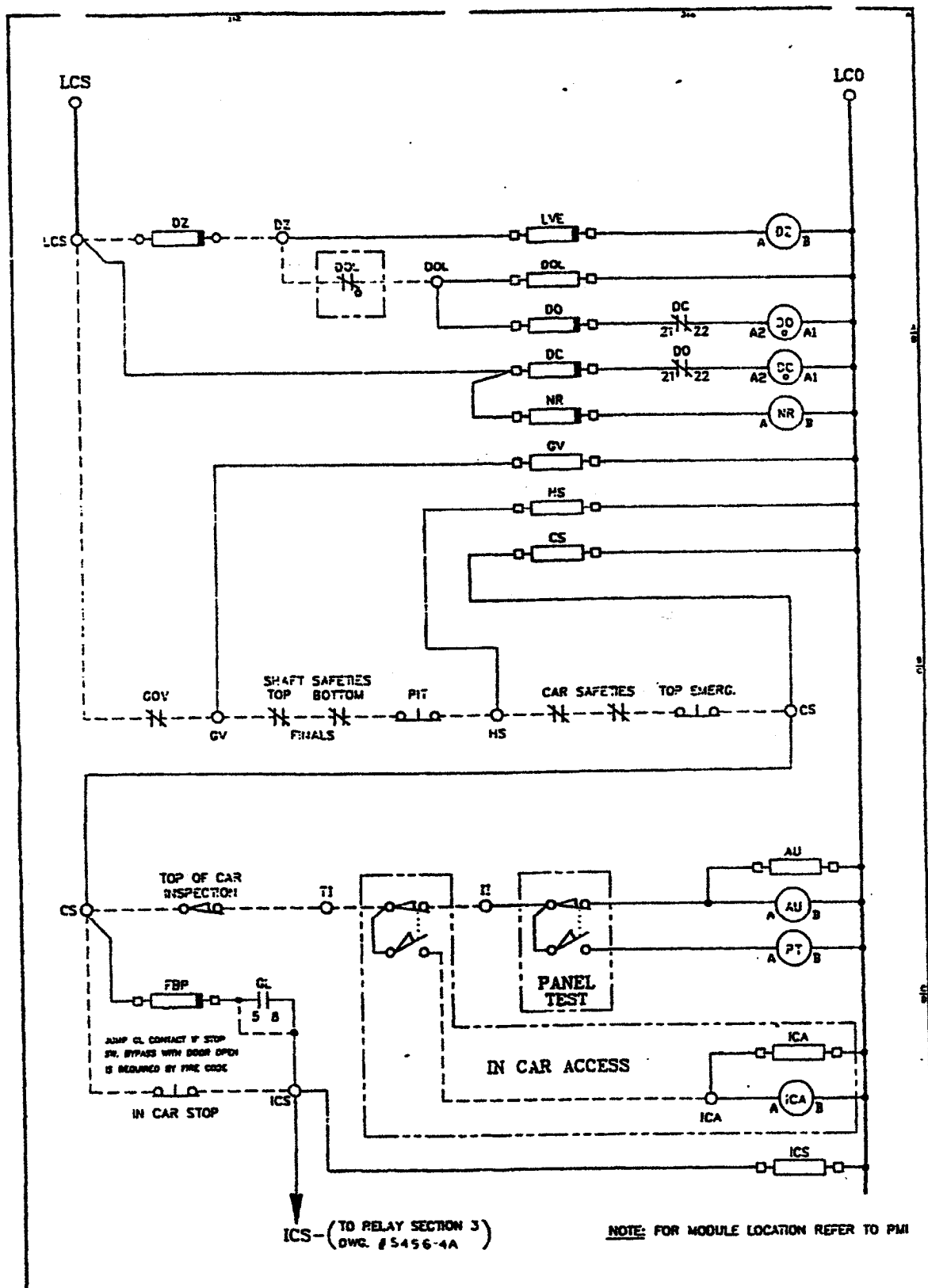
1. All slowdown limit inputs must be high if the car is not at a terminal landing.
SD1,SD2...SDx
SUI,SU2 ... SUx x=max number of limits.
2. All safety inputs must be high all the time. GV, HS, CS and ICS inputs are located on PMI#2 and shown on Relay Section 2.
3. The 5CR On Off Switch (SCRS) input must be high all the times.
4. The SCR Fault trip (TRIP) input must be high all the time. The trip input is controlled by the 3CR relay from the SCR drive, which is energized whenever the drive is in a non-fault condition. Refer to Relay Section 3.
5. Both Gate and Lock (GL) inputs must be high when the doors are fully closed One input is PMI#1,IO#14 and the other input is on PMI#2,IO#5.
6. The Overload Fault (OLF) input must be high all the time. The OLF input is controlled by the 2CR relay from the SCR drive, which drops out if the SCRs are overheated. Refer to SCR Drive Logic Interface 3.
7. The Normal Power (NP) input must be high all the time. Refer to the Emergency Power print
8. When a start sequence is initiated either by a call pilot during auto or a directional push button during inspection, the Up Relay (UR) input must come on for the up direction and the Down Relay (DR) input must come on for the down direction. Refer to Relay Section 3.
9. If all of the previous inputs are correctly energized, the controllers CPU will turn on the System Master (SM) output which will energize the DH, MC, BK1 and BK relays. Refer to Relay Section 3. Once this occurs, the Cpu will look for the Master Contactor (MC) and the Brake Relay (BK) inputs to turn on immediately before sending out a speed dictation signal to run the car. Refer to Drive Logic Interface 1.
10. As the car starts to move, depending on direction, the Up Tach (UT) or the Down Tach (DT) input should turn on. Refer to the Drive Logic interface 1.

Hitecon Keypad				Elevator No.	17	Time 12 - 14:25:22							
10	Card #1	Card #2	Card #3	Card #4	10	#5	#6	#7	#8	#9	#10	#11	#12
1	SLU 1	• GV	• DCB	PR. OP	1		•						
2	SLD 1	• HS	• SE	PR. 1	• 2								
3	SLU 2	• DS	• LIGHTR	PR. 2	3				•				
4	SLD 2	• DCS	• DCB	PR. 4	4								
5	LWB	• LOCK	• RESET	SCRSL	• 5								
6	SCR SW	• ADDRESS	• FIRE C	OLF	• 6								
7		• LRS	• FIRE R	BR SW	7								
8	MC	• IIISC	• FIRE A	BK RLY	8								
9	UP TAC	• IOL	• FBP	UP POL	9								
10	DN TAC	• IOL		DN POL	• 10				•				
11	UP RLY	• IL6	LEV EN	• DO RLY	11								
12	DN RLY	• IND C	BUZZER	DC RLY	12								
13	BK RUN	• UP LZ	MBZ	NUD5	13								
14	S&LOCK	• DN LZ	• SYS MR	• FI. LIT	14								
15	AUTO	• LZM	•	UP LIT	15								
16	TRIP	• LZP	•	DN LIT	16								

St Seq	Service	DRIVE FLT	Pos	1	Car Vel	0	Lev. Vel.	Pos.	1
Run Seq	Slowdown	E	Ref P1	6	MD Vel	0	GL	0000, 1000	1
Next Up	CC Pilot	!	FL Ref	1000	Vel Diff	0	LZ	0, 0	1
DN Seq	MC Pilot	!	Pos On	000	Run time	2.50	1.7M	0, 0	1



				NOTES:	
COMPUTERIZED ELEVATOR CONTROL CORP.					
636 11TH AVENUE NEW YORK, NEW YORK 10036 TEL. (212) 397-0606					
JOB NAME/LOC. FRANCIS PERKINS - WASH DC		IANTCH-CA1			
DATE.		CEC JOB NO.		CAR NO. 1.	
DRAWN BY: JF		DWG. NO. 5464-2		REV. 10-2015	



RELAY SECTION 2

REV.	DATE	DESCRIPTION OF REVISIONS	NOTES
A	11-5-80	REMOVED OHS & MODULE TERMINAL NO'S.	FOR WOL/MOL DOOR OPER W/OUT REAR DOOR OPER.
COMPUTERIZED ELEVATOR CONTROL CORP.			JOB NAME/LOC.: FRANCIS PERKINS - WASH DC (AMTECH-CA)
636 11TH AVENUE NEW YORK, NEW YORK 10036 TEL. (212) 387-0806			DATE: 04-25-84 CEC JOB NO: 2489 CAR NO'S: 25
			DRAWN BY: JWF DWG. NO. 5455-9 REV. A

