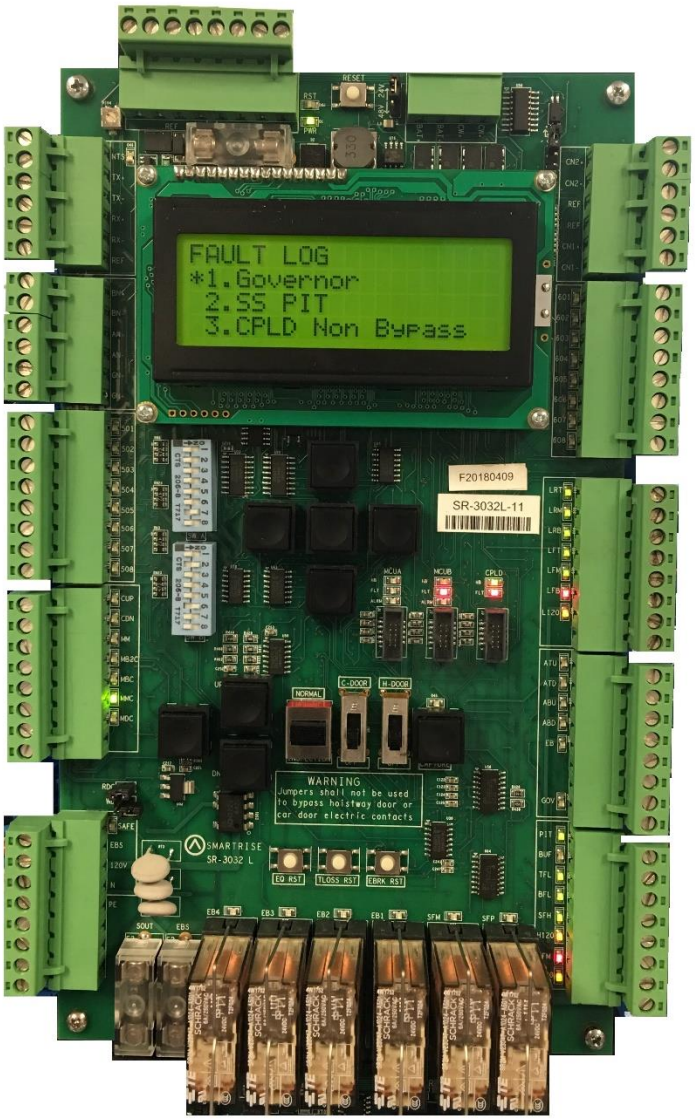
C4 FAULT/ALARM DESCRIPTION GUIDE



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Description:

There are 32 faults stored in the logged faults.

To look at the active faults, go to MAIN MENU l FAULTS l ACTIVE FAULTS.

To look at the history faults, go to MAIN MENU l FAULTS l LOGGED FAULTS.

When looking at the faults inside the logged faults, the user can click the right arrow on the fault the user would like to specifically look at. It will show the user the fault number, this way the user can look up the number easier on the fault table provided in this document. It will also show the user the time, date, speed, and position the fault was logged at.

Template:

# – ABBREVIATON OF FAULT/ALARM	FAULT/ALARM TITLE
DESCRIPTION	This will be the description of the fault/alarm and/or the causes of the fault/alarm.
REMEDIES	Possible solution(s) to resolving the faults/alarm.

Fault Description Index:

1 – GOV / 2 – GOV_L	GOVERNOR / GOVERNOR LATCH
DESCRIPTION	The controller detected a loss of power on the governor input. The controller monitors the electrical contact on the governor.
REMEDIES	Check the fault log to see what speed the car was at when the fault was recorded. Over speeding can occur if the drive is not properly configured. Try running the car on inspection and verify that the FPM speed feedback tracks the CMD speed. If it does not, check the drive parameters on the drives: Magnetek HPV900: adjust the RPM value of DRIVE A1 | CONTRACT MTR SPD. KEB: adjust the LN01 l SHEAVE DIAMETER. Magnetek DSD: adjust the RPM value of parameter 11 l MOTOR RPM. If this fault occurred while the car was stopped or at low speed, it could be a problem with the governor switch or wiring.

3 – EB1_DROP / 4 – EB1_DROP_L	EMERGENCY BRAKE DROP / EMERGENCY BRAKE DROP LATCH
DESCRIPTION	The emergency brake or rope gripper has dropped.
REMEDIES	Locate and press the EBRK RST Button at the bottom of the MR BOARD.

5 – UNINTENDED_MOV / 6 – UNINTENDED_MOV_L	UNINTENDED MOVEMENT / UNINTENDED MOVEMENT LATCH
DESCRIPTION	Car drifted with GSW and hall locks open out of door zone.
REMEDIES	Check wiring and safety contacts. Locate and press the EBRK RST Button at the bottom of the MR BOARD.

7 – TRACTION_LOSS / 8 – TRACTION_LOSS_L	TRACTION LOSS / TRACTION LOSS LATCH
DESCRIPTION	The detected car speed has deviated from the motor encoder speed by an adjustable percentage.
REMEDIES	Confirm the controller speed matches the drive speed. Check for slippage. Traction loss percentage can be adjusted in SETUP l SAFETY l TRACTION LOSS. Locate and press the TLOSS RST Button at the button of the MR BOARD.

9 – SPEED_DEV	SPEED DEVIATION
DESCRIPTION	The detected car speed has deviated from the controller command speed by an adjustable percentage.
REMEDIES	Confirm the controller speed matches the controller speed feedback. Confirm the controller speed matches the drive speed back. Clean CEDES tape. Reduce S-Curve Values accordingly.

10 – IC_STOP_SW	IN CAR STOP SWITCH
DESCRIPTION	The In-Car Stop switch is in the Stop position. The In-Car stop switch input on the SRU board (COP-SF2) are not powered or switch is wired incorrectly (reversed). The In-Car Stop switch is not present on car but inputs have not been jumped out.
REMEDIES	Turn the In-Car Stop switch to the RUN position. Input COP_SF2 must be high when outside of construction mode. Verify the input have power when the switch is in the RUN position and that power is removed in the STOP position. If car does not have an In-Car Stop switch, then the COP_SF2 input must be jumped to the 24VDC Bus. Check input status menu for input state in the software, if the input is present, check communication from COP to CARTOP.

11 THROUGH 49 – REDUNDANCY_XXX	REDUNDANT SAFETY INPUTS
DESCRIPTION	**REDUNDANCY_LRB** (LOCK REAR BOTTOM), **REDUNDANCY_LRM** (LOCK REAR MIDDLE), **REDUNDANCY_LRT** (LOCK REAR TOP), **REDUNDANCY_LFB** (LOCK FRONT BOTTOM), **REDUNDANCY_LFM** (LOCK FRONT MIDDLE), **REDUNDANCY_LFT** (LOCK FRONT TOP), **REDUNDANCY_ATU** (ACCESS TOP UP), **REDUNDANCY_ATD** (ACCESS TOP DOWN), **REDUNDANCY_ABU** (ACCESS BOTTOM UP), **REDUNDANCY_ABD** (ACCESS BOTTOM DOWN), **REDUNDANCY_CAR_BYP** (CAR BYPASS), **REDUNDANCY_HA_BYP** (HALL BYPASS), **REDUNDANCY_MM** (MECHANIC MODE), **REDUNDANCY_SFM** (SF1 RELAY), **REDUNDANCY_SFH** (SFH RELAY), **REDUNDANCY_PIT** (PIT SWITCH), **REDUNDANCY_IP_INSP** (IN PIT INSPECTION), **REDUNDANCY_MR_INSP** (MR INSPECTION), **REDUNDANCY_IL_INSP** (IN LEVELING INSPECTION), **REDUNDANCY_C_EB2** (CONTROL SIGNAL TO EB2 RELAY) **REDUNDANCY_C_SFM** (CONTROL SIGNAL TO SFM RELAY), **REDUNDANCY_M_EB2** (MONITOR EB2 RELAY), **REDUNDANCY_M_SFM** (MONITOR SFM RELAY), **REDUNDANCY_M_EB3** (MONITOR EB3 RELAY), **REDUNDANCY_M_EB1** (MONITOR EB1 RELAY), **REDUNDANCY_M_SFP** (MONITOR SFP RELAY), **REDUNDANCY_C_EB3** (CONTROL SIGNAL TO EB3 RELAY), **REDUNDANCY_C_EB1** (CONTROL SIGNAL TO EB1 RELAY), **REDUNDANCY_C_SFP** (CONTROL SIGNAL TO SFP RELAY), **REDUNDANCY_GSWR** (GATE SWITCH REAR), **REDUNDANCY_GSWF** (GATE SWITCH FRONT), **REDUNDANCY_CT_INSP** (CT INSPECTION), **REDUNDANCY_CT_STOP** (CT STOP SWITCH), **REDUNDANCY_ESC_HATCH** (CT ESCAPE HATCH), **REDUNDANCY_CAR_SAFE** (CAR SAFETIES), **REDUNDANCY_FSS** (FIRE STOP SWITCH) **REDUNDANCY_IC_STOP** (IN CAR STOP SWITCH), **REDUNDANCY_IC_INSP** (IN CAR INSPECTION), **REDUNDANCY_HA_INSP** (HOISTWAY ACCESS INSPECTION)
REMEDIES	Verify the MRU board has its RDC jumper on. If the RDC jumper is on, replace MRU Board.

50 – SFP_STUCK_LO	SFP RELAY STUCK LOW
DESCRIPTION	SFP relay is stuck in the OFF position.
REMEDIES	Verify the SFP relay is tightly seated on its connecter on the MRU Board.

51 – SFP_STUCK_HI	SFP RELAY STUCK HIGH
DESCRIPTION	SFP relay is stuck in the ON position.
REMEDIES	Verify the SFP relay is tightly seated on its connecter on the MRU Board.

52 – SFP_DROPPED	SFP RELAY DROPPED
DESCRIPTION	SFP relay has been dropped.
REMEDIES	Investigate the fault issued by the CPLD in the active fault.

53 – EB3_STUCK_LO	EB3 RELAY STUCK LOW
DESCRIPTION	EB3 relay is stuck in the OFF position.
REMEDIES	Verify the EB3 relay is tightly seated on its connector on the MRU Board.

54 – EB3_STUCK_HI	EB3 RELAY STUCK HIGH
DESCRIPTION	EB3 relay is stuck in the ON position.
REMEDIES	Verify the EB3 relay is tightly seated on its connector on the MRU Board.

55 – EB4_STUCK_LOW	EB4 RELAY STUCK LOW
DESCRIPTION	EB4 relay is stuck in the OFF position.
REMEDIES	Verify the EB4 relay is tightly seated on its connector on the MRU Board.

56 – EB4_STUCK_HIGH	EB4 RELAY STUCK HIGH
DESCRIPTION	EB4 relay is stuck in the ON position.
REMEDIES	Verify the EB4 relay is tightly seated on its connector on the MRU Board.

57 – EB1_STUCK	EB1 RELAY IS STUCK ON/OFF
DESCRIPTION	EB1 relay is stuck in the ON/OFF position.
REMEDIES	Verify the EB1 relay is tightly seated on its connector on the MRU Board.

58 – M_CONT_STUCK_HI	M CONTACTOR STUCK HIGH
DESCRIPTION	M contactor is stuck in the ON position.
REMEDIES	Check the auxiliary contact on M contactor. Verify it is properly seated on the contactor and that no wires have become loose or disconnected on the input MMC on MRU Board. Make sure the MMC input goes high when the car is idle and low when the M contactor is engaged. Check input status for input state in the software for the M Contactor.

59 – M_CONT_STUCK_LOW	M CONTACTOR STUCK LOW
DESCRIPTION	M contactor is stuck in the OFF position.
REMEDIES	Check the auxiliary contact on M contactor. Verify it is properly seated on the contactor and that no wires have become loose or disconnected on the input MMC on MRU Board. Make sure the MMC input goes high when the car is idle and low when the M contactor is engaged. Check input status for input state in the software for the M Contactor.

60 – B2_CONT_STUCK_HI	B2 CONTACTOR STUCK HIGH
DESCRIPTION	B2 Contactor is stuck in the ON position.
REMEDIES	Check the auxiliary contact on B2 contactor. Verify it is properly seated on the contactor and that no wires have become loose or disconnected on the input MB2C on MRU Board. Make sure the MB2C input goes low when the car is idle and high when the B2 contactor is engaged. Check input status for input state in the software for the B2 Contactor.

61 – B2_CONT_STUCK_LOW	B2 CONTACTOR STUCK LOW
DESCRIPTION	B2 Contactor is stuck in the OFF position.
REMEDIES	Check the auxiliary contact on B2 contactor. Verify it is properly seated on the contactor and that no wires have become loose or disconnected on the input MB2C on MRU Board. Make sure the MB2C input goes low when the car is idle and high when the B2 contactor is engaged. Check input status for input state in the software for the B2 Contactor.

62 – HA_BYPASS	HALL DOOR BYPASS
DESCRIPTION	Hall Door Bypass is in the ON position. Attempting to bypass locks when car is not on correct mode of Inspection.
REMEDIES	If the controller is equipped with Hall Lock Bypass switch, it must be in the off position when not on CT or IC Inspection. If attempting to bypass hall doors, make sure you are on CT Inspection or IC Inspection.

63 – CAR_BYPASS	CAR DOOR BYPASS
DESCRIPTION	Car Door Bypass is in the ON position. Attempting to bypass car door(s) when car is not on correct mode of Inspection.
REMEDIES	If the controller is equipped with Car Door Bypass switch, it must be in the off position when not on CT or IC Inspection. If attempting to bypass car door(s), make sure you are on CT Inspection or IC Inspection.

64 – OVERSPEED_GENERAL / 65 – OVERSPEED_GENERAL_L	GENERAL OVERSPEED
DESCRIPTION	True car speed exceeded 110% of Contract Speed.
REMEDIES	Be sure Contract Speed parameter is set correctly to maximum speed at which the car will run. Check contract motor speed on drive. Reduce the RPM inside the drive to slow car speed down. Reduce the s-curve values.

66 – OVERSPEED_INSPECTION	INSPECTION MODE OVERSPEED
DESCRIPTION	True car speed exceeded 150 FPM in inspection mode.
REMEDIES	Be sure Inspection Speed parameter is set correctly to a value not greater than 150 FPM. Check contract motor speed on drive. Reduce the RPM inside the drive to slow car speed down.

67 – OVERSPEED_DOOR_GSWF	DOOR OVERSPEED GATE SWITCH FRONT
DESCRIPTION	True car speed exceeded 150 FPM with front gate switch open.
REMEDIES	Check front gate switch. Confirm the drive and controller contract speed matches.

68 – OVERSPEED_DOOR_LFT	DOOR OVERSPEED LOCK FRONT TOP
DESCRIPTION	True car speed exceeded 150 FPM with front top locks open.
REMEDIES	Check front locks. Confirm the drive and controller contract speed matches.

69 – OVERSPEED_DOOR_LFM	DOOR OVERSPEED LOCK FRONT MIDDLE
DESCRIPTION	True car speed exceeded 150 FPM with front middle locks open.
REMEDIES	Check front middle locks. Confirm the drive and controller contract speed matches.

70 – OVERSPEED_DOORS_LFB	DOOR OVERSPEED LOCK FRONT BOTTOM
DESCRIPTION	True car speed exceeded 150 FPM with front bottom locks open.
REMEDIES	Check front bottom locks. Confirm the drive and controller contract speed matches.

71 – OVERSPEED_DOORS_GSWR	DOOR OVERSPEED GATE SWITCH REAR
DESCRIPTION	True car speed exceeded 150 FPM with rear gate switch open.
REMEDIES	Check rear gate switch. Confirm the drive and controller contract speed matches.

72 – OVERSPEED_DOORS_LRT	DOOR OVERSPEED LOCK REAR TOP
DESCRIPTION	True car speed exceeded 150 FPM with rear top locks open.
REMEDIES	Check rear top locks. Confirm the drive and controller contract speed matches.

73 – OVERSPEED_DOORS_LRM	DOORS OVERSPEED LOCK REAR MIDDLE
DESCRIPTION	True car speed exceeded 150 FPM with rear middle locks open.
REMEDIES	Check rear middle locks. Confirm the drive and controller contract speed matches.

74 – OVERSPEED_DOORS_LRB	DOORS OVERSPEED LOCK REAR BOTTOM
DESCRIPTION	True car speed exceeded 150 FPM with rear bottom locks open.
REMEDIES	Check rear bottom locks. Confirm the drive and controller contract speed matches.

77 – CPU_STOP_SW_MRA / 78 – CPU_STOP_SW_MRB	MACHINE ROOM BOARD, CPU STOP SWITCH ENABLED
DESCRIPTION	Dip Switch 1 on Dip A on the MRU Board is on.
REMEDIES	Turn Dip Switch 1 off on Dip A on the MRU Board to enable car to run.

79 – CPU_STOP_SW_CTA / 80 – CPU_STOP_SW_CTB	CAR TOP SRU BOARD, CPU STOP SWITCH ENABLED
DESCRIPTION	Dip Switch 1 on Dip A on the CT SRU Board is on.
REMEDIES	Turn Dip Switch 1 off on Dip A on the CT SRU Board to enable car to run.

81 – CPU_STOP_SW_COPA / 82 – CPU_STOP_SW_COPB	COP SRU BOARD, CPU STOP SWITCH ENABLED
DESCRIPTION	Dip Switch 1 on Dip A on the COP SRU Board is on.
REMEDIES	Turn Dip Switch 1 off on Dip A on the COP SRU Board to enable car to run.

83 – NEED_TO_RESET	NEED TO RESET
DESCRIPTION	A system configuration parameter was changed. This system must be power cycled.
REMEDIES	Recycle power to the controller.

84 – INVALID_NUM_FLOORS	INVALID NUMBERS OF FLOORS
DESCRIPTION	Number of floors setting is outside the valid range.
REMEDIES	Set number of floors to a value from 2 to 64. To do this go to MAIN MENU l SETUP l FLOOR LEVELS l NUMBER OF FLOORS.

85 – INVALID_CONTRACT_SPEED	INVALID CONTRACT SPEED
DESCRIPTION	Contract speed setting is outside the valid range.
REMEDIES	Set contract speed to a value from 10 to 1600. To do this go to MAIN MENU l SETUP l SPEEDS l CONTRACT SPEED.

86 – INVALID_INSP_SPD	INVALID INSPECTION SPEED
DESCRIPTION	Inspection speed setting is outside the valid range.
REMEDIES	Set inspection speed to a value from 0 to 150. To do this go to MAIN MENU l SETUP l SPEEDS l INSPECTION SPEED.

87 – INVALID_LEARN_SPD	INVALID LEARN SPEED
DESCRIPTION	Learn speed setting is outside the valid range.
REMEDIES	Set learn speed to a value from 10 to contract speed. To do this go to MAIN MENU l SETUP l SPEEDS l LEARN SPEED.

88 – INVALID_TERM_SPD	INVALID TERMINAL SPEED
DESCRIPTION	Terminal speed setting is outside the valid range.
REMEDIES	Set terminal speed to a value from 0 to 30. To do this go to MAIN MENU l SETUP l SPEEDS l TERMINAL SPEED.

89 – INVALID_LEVEL_SPD	INVALID LEVELING SPEED
DESCRIPTION	Leveling speed setting is outside the valid range.
REMEDIES	Set leveling speed to a value from 1 to 20. To do this go to MAIN MENU l SETUP l SPEEDS l LEVELING SPEED.

90 – INVALID_NTSD_SPD	INVALID NTSD SPEED
DESCRIPTION	NTSD speed setting is outside the valid range.
REMEDIES	Set NTSD speed to a value from 1 to 20. To do this go to MAIN MENU l SETUP l SPEEDS l NTSD SPEED.

91 – NEED_TO_LEARN	NEED TO LEARN
DESCRIPTION	Car needs to learn the hoist way. The positions of the door zone that are stored in the controller's memory are invalid.
REMEDIES	Follow procedure in the manual on learning the hoistway.

92 THROUGH 95 – INVALID_ETS_1-4	INVALID ETS POSITIONS
DESCRIPTION	Specific profile ETS points are not of increasing in position/speed value or a speed exceeds contract speed. INVALID_ETS_1 (NORMAL PROFILE ETS) INVALID_ETS_2 (INSPECTTION PROFILE ETS) INVALID_ETS_3 (EMERGENCY PROFILE ETS) INVALID_ETS_4 (SHORT PROFILE ETS)
REMEDIES	Cycle power to the system or edit an S-Curve parameter to trigger a ETS point recalculation.

96 – AT_FLOOR_NO_DZ	AT FLOOR NO DOOR ZONE
DESCRIPTION	Car is at a learned floor and missing door zone signal.
REMEDIES	Adjusted the learned floor position or door zone magnet at the fault position.

97 – FIRE_STOP_SW	FIRE STOP SWITCH
DESCRIPTION	The Fire Stop Switch is currently in the STOP position. The controller is configured with a Fire Stop Switch, but the input is missing (COP-SF3).
REMEDIES	Turn the Fire Stop Switch to the RUN position. If code does not require a Fire Stop Switch you can jump the input out.

98 – DOOR_F_JUMPER_GSW	FRONT DOOR JUMPER ON GSW
DESCRIPTION	Gate Switch jumpers were detected. Gate switch input must go low to be cleared.
REMEDIES	Check for possible jumpers on GSW input. Increase the door jumper timeout setting. Adjust timing of GSW contact making and opening.

99 – DOOR_F_JUMPER_LOCK	FRONT DOOR JUMPER ON LOCKS
DESCRIPTION	Lock jumpers were detected. Lock input must go low to be cleared.
REMEDIES	Check for possible jumpers on the door lock inputs. Increase the door jumper timeout setting.

100 – DOOR_F_LOCKS_OPEN	FRONT DOORS LOCKS OPEN
DESCRIPTION	Front doors locks are open when doors are closing.
REMEDIES	Look at HALL DOOR DATA on the main screen to determine if controller is seeing all door lock signals. Door locks contacts are not making, clean contacts.

101 – DOORS_F_GSW_OPEN	FRONT DOORS GSW OPEN
DESCRIPTION	Front doors gate switch is open when doors are closing.
REMEDIES	Look at DOOR DATA on the main screen to determine if controller is seeing GSW. Gate Switch contacts are not making, clean contacts.

102 – DOOR_F_FAIL_OPEN	DOORS FRONT FAILED TO OPEN
DESCRIPTION	Front doors failed to open, controller did not see DOL signal when doors are fully open.
REMEDIES	Verify the Door Open Limit (DOL) input goes off when doors fully open. Verify that the time it takes for the doors to open is less than the timeout specified by **MAIN MENU | SETUP | DOOR SETUP | DOOR STUCK TIMER**.

103 – DOOR_F_FAIL_CLOSE	DOORS FRONT FAILED TO CLOSE
DESCRIPTION	Front doors failed to close, controller did not see GSW, DCL and/or DPM when doors are fully closed.
REMEDIES	Verify the Door Close Limit (DCL) input goes off, and GSW and/or DPM, when doors fully close. Verify that the time it takes for the doors to close is less than the timeout specified by **MAIN MENU | SETUP | DOOR SETUP | DOOR STUCK TIMER**.

104 – DOOR_F_FAIL_NUDGE	DOORS FRONT FAILED TO NUDGE
DESCRIPTION	Front doors failed to nudge closed, controller did not see GSW, DCL and/or DPM when attempting to nudge close.
REMEDIES	Verify nothing is obstructing the doors to close. Verify PHE input is not stuck. Verify the Door Close Limit (DCL) input goes off, and GSW and/or DPM, when doors fully close. Verify that the time it takes for the doors to nudge is less than the timeout specified by **MAIN MENU | SETUP | DOOR SETUP | DOOR NUDGE TIMER**.

105 – DOOR_F_STALLED	DOORS FRONT STALLED
DESCRIPTION	The controller was unable to open or close the doors fully after repeated attempts. Front doors are now in a partially opened state.
REMEDIES	Verify nothing is obstructing the doors to open/close. Verify the doors can mechanically open and close.

106 – DOOR_F_LOST_SIGNAL	DOORS FRONT LOST SIGNALS
DESCRIPTION	Door front signals were unexpectedly lost.
REMEDIES	Check wiring of door operator.

107 – DOOR_R_JUMPER_GSW	DOORS REAR JUMPER ON GSW
DESCRIPTION	Gate Switch jumpers were detected. Gate switch input must go low to be cleared.
REMEDIES	Check for possible jumpers on GSW input. Increase the door jumper timeout setting. Adjust timing of GSW contact making and opening.

108 – DOOR_R_JUMPER_LOCK	DOORS REAR JUMPER ON LOCKS
DESCRIPTION	Lock jumpers were detected. Lock input must go low to be cleared.
REMEDIES	Check for possible jumpers on the door lock inputs. Increase the door jumper timeout setting.

109 – DOOR_R_LOCKS_OPEN	DOORS REAR LOCKS OPEN
DESCRIPTION	Rear doors locks are open when doors are closing.
REMEDIES	Look at DOOR DATA on the main screen to determine if controller is seeing GSW. Door locks contacts are not making, clean contacts.

110 – DOOR_R_GSW_OPEN	DOORS REAR GSW OPEN
DESCRIPTION	Rear doors gate switch is open when doors are closing.
REMEDIES	Look at DOOR DATA on the main screen to determine if controller is seeing GSW. Gate Switch contacts are not making, clean contacts.

111 – DOOR_R_FAIL_OPEN	DOORS REAR FAILED TO OPEN
DESCRIPTION	Rear doors failed to open, controller did not see DOL signal when doors are fully open.
REMEDIES	Verify the Door Open Limit (DOL) input goes off when doors fully open. Verify that the time it takes for the doors to open is less than the timeout specified by **MAIN MENU | SETUP | DOOR SETUP | DOOR STUCK TIMER**.

112 – DOOR_R_FAIL_CLOSED	DOORS REAR FAILED TO CLOSE
DESCRIPTION	Rear doors failed to close, controller did not see GSW, DCL and/or DPM when doors are fully closed.
REMEDIES	Verify the Door Close Limit (DCL) input goes off, and GSW and/or DPM, when doors fully close. Verify that the time it takes for the doors to close is less than the timeout specified by **MAIN MENU | SETUP | DOOR SETUP | DOOR STUCK TIMER**.

113 – DOOR_R_FAIL_NUDGE	DOORS REAR FAILED TO NUDGE
DESCRIPTION	Rear doors failed to nudge closed, controller did not see GSW, DCL and/or DPM when attempting to nudge close.
REMEDIES	Verify nothing is obstructing the doors to close. Verify PHE input is not stuck. Verify the Door Close Limit (DCL) input goes off, and GSW and/or DPM, when doors fully close. Verify that the time it takes for the doors to nudge is less than the timeout specified by **MAIN MENU | SETUP | DOOR SETUP | DOOR NUDGE TIMER**.

114 – DOOR_R_STALLED	DOORS REAR STALLED
DESCRIPTION	The controller was unable to open or close the doors fully after repeated attempts. Rear doors are now in a partially opened state.
REMEDIES	Verify nothing is obstructing the doors to open/close. Verify the doors can mechanically open and close.

115 – DOOR_R_LOST_SIGNAL	DOORS REAR LOST SIGNAL
DESCRIPTION	Door rear signals were unexpectedly lost.
REMEDIES	Check wiring of door operator.

116 – MAX_RUNTIME	MAX RUN TIME
DESCRIPTION	Car made a single run that exceeded the max run timer.
REMEDIES	Adjust the speed or slowdown of the car. Increase the max runtime setting by **MAIN MENU | SETUP | MISC | MAX RUN TIME.**

117 – EB_BYPASSED	EB3 OR EB4 BYPASS RELAY IS STUCK ON
DESCRIPTION	EB3 or EB4 Relay is stuck in the ON position.
REMEDIES	Verify the EB3 or EB4 relay is tightly seated on its connecter on the MRU Board.

118 THROUGH 123 – PARAM_QUEUE_XXX	MR/CT/COP A OR B PROCESSOR PARAMETER EDIT BUFFER OVERFLOWED.
DESCRIPTION	PROCESSORS: MRA (MACHINE ROOM A), MRB (MACHINE ROOM B), CTA (CAR TOP A), CTB (CAR TOP B), COPA (CAR OPERATING PANEL A), COPB (CAR OPERATING PANEL B) are overflowed by the request of parameter changes.
REMEDIES	Reduce rate of parameter edit requests.

124 THROUGH 135 – OFFLINE_XXX_XXX	MR/CT/COP PROCESSOR WAS REPORTED BY ANOTHER MR/CT/COP PROCESSOR TO BE OFFLINE
DESCRIPTION	MR/CT/COP A or B processor was reported offline by MR/CT/COP A or B processor.
REMEDIES	Check wiring of communication lines. Check for stalled HB (Heartbeat) LEDS on the SRU Boards. If any of the SRU HB LED is stalled, recycle power to SRU Board.

156 – SAFETY_STR_PIT	SAFETY STRING PIT SWITCH
DESCRIPTION	Pit Switch in the safety string is open. (MR-PIT) input is missing on the MRU Board.
REMEDIES	Check wiring of the Pit Switch. Check the input (MR-PIT) to make sure it is on.

157 – SAFETY_STR_BUF	SAFETY STRING BUF SWITCH
DESCRIPTION	Buffer Switch in the safety string is open. (MR-BUF) input is missing on the MRU Board.
REMEDIES	Check wiring of the Buffer Switch. Check the input (MR-BUF) to make sure it is on.

158 – SAFETY_STR_TFL	SAFETY STRING TFL SWITCH
DESCRIPTION	Top Final Limit in the safety string is open. (MR-TFL) input is missing on the MRU Board.
REMEDIES	Check wiring of the Top Final Limit. Check the input (MR-TFL) to make sure it is on.

159 – SAFETY_STR_BFL	SAFETY STRING BFL SWITCH
DESCRIPTION	Bottom Final Limit in the safety string is open. (MR-BFL) input is missing on the MRU Board.
REMEDIES	Check wiring of the Bottom Final Limit. Check the input (MR-BFL) to make sure it is on.

160 – SAFETY_STR_CT_SW	SAFETY STRING CT STOP SWITCH
DESCRIPTION	Car Top Stop Switch in the safety string is open. (CT_SF1) input is missing on the CT SRU Board.
REMEDIES	Check wiring of the Car Top Stop Switch. Check the input (CT_SF1) to make sure it is on.

161 – SAFETY_STR_ESC_HATCH	SAFETY STRING ESCAPE HATCH
DESCRIPTION	Escape Hatch Contact in the safety string is open. (CT_SF2) input is missing on the CT SRU Board.
REMEDIES	Check wiring of the Escape Hatch Contact. Check the input (CT_SF2) to make sure it is on.

162 – SAFETY_STR_CAR_SAFE	SAFETY STRING CAR SAFETIES
DESCRIPTION	Car Safeties in the safety string is open. (CT_SF3) input is missing on the CT SRU Board.
REMEDIES	Check wiring of the Car Safeties. Check the input (CT_SF3) to make sure it is on.

163 – LTF_OPEN	LOCK TOP FRONT OPEN
DESCRIPTION	This fault will occur when the top front hall door lock is clipped or open during car operation.
REMEDIES	Check wiring of top front locks. Check contacts of top front lock make sure they are making up when hall doors are closed. Make sure input (MR_LTF) is on.

164 – LMF_OPEN	LOCK MIDDLE FRONT OPEN
DESCRIPTION	This fault will occur when the middle front hall door lock is clipped or open during car operation.
REMEDIES	Check wiring of middle front locks. Check contacts of middle front lock make sure they are making up when hall doors are closed. Make sure input (MR-LMF) is on.

165 – LBF_OPEN	LOCK BOTTOM FRONT OPEN
DESCRIPTION	This fault will occur when the bottom front hall door lock is clipped or open during car operation.
REMEDIES	Check wiring of bottom front locks. Check contacts of bottom front lock make sure they are making up when hall doors are closed. Make sure input (MR-LBF) is on.

166 – LTR_OPEN	LOCK TOP REAR OPEN
DESCRIPTION	This fault will occur when the top rear hall door lock is clipped or open during car operation.
REMEDIES	Check wiring of top rear locks. Check contacts of top rear lock make sure they are making up when hall doors are closed. Make sure input (MR_LTR) is on.

167 – LMR_OPEN	LOCK MIDDLE REAR OPEN
DESCRIPTION	This fault will occur when the middle rear hall door lock is clipped or open during car operation.
REMEDIES	Check wiring of middle rear locks. Check contacts of middle rear lock make sure they are making up when hall doors are closed. Make sure input (MR-LMR) is on.

168 – LBR_OPEN	LOCK BOTTOM REAR OPEN
DESCRIPTION	This fault will occur when the bottom rear hall door lock is clipped or open during car operation.
REMEDIES	Check wiring of bottom rear locks. Check contacts of bottom rear lock make sure they are making up when hall doors are closed. Make sure input (MR-LBR) is on.

169 – GSWF_OPEN	GATE SWITCH FRONT OPEN
DESCRIPTION	Controller not seeing Gate Switch Front input when doors are fully closed.
REMEDIES	Car is on inspection, Front GSW is not made, and the Car Door Bypass enable switch is not active. Check wiring of the Front GSW input. Check contact of the Front GSW.

170 – GSWR_OPEN	GATE SWITCH REAR OPEN
DESCRIPTION	Controller not seeing Gate Switch rear input when doors are fully closed.
REMEDIES	Car is on inspection, Rear GSW is not made, and the Car Door Bypass enable switch is not active. Check wiring of the Rear GSW input. Check contact of the Rear GSW.

174 – 120VAC	MACHINE ROOM 120VAC LOSS
DESCRIPTION	Machine Room 120VAC supply is missing.
REMEDIES	Check wiring going into the MRU Board on the 120V input.

176 – MOTION_PREPARE_RUN	MOTION START SEQUENCE ABORTED DOOR STATE
DESCRIPTION	Motion start sequence was aborted due to unsafe door state.
REMEDIES	Check wiring of door contacts. Make sure all door signals are present when doors are fully closed.

178 – MOTION_PICK_M	MOTION START SEQUENCE ABORTED M CONTACTOR
DESCRIPTION	Motion start sequence was aborted due to missing M contactor feedback.
REMEDIES	Check wiring of M contactor. Make sure MMC input on the MRU Board is in the correct state. When idle, MMC input is on. When M contactor is pulled in, MMC input is low.

179 – MOTION_SPEED_REG	MOTION START SEQUENCE ABORTED SPEED REG RLS
DESCRIPTION	Motion start sequence was aborted due to missing B contactor feedback or drive control feedback.
REMEDIES	Check wiring of B contactor. Make sure MBC input on the MRU Board is in the correct state. When idle, MBC input is off. When B contactor is pulled in, MBC input is on. Make sure the drive is not faulted out when giving a command to run.

180 – MOTION_PICK_B2	MOTION START SEQUENCE ABORTED B2 CONTACTOR
DESCRIPTION	Motion start sequence was aborted due to missing B2 contactor feedback.
REMEDIES	Check wiring of B2 contactor. Make sure MB2C input on the MRU Board is in the correct state. When idle, MB2C input is off. When B2 contactor is pulled in, MB2C input is on.

181 – MOTION_LIFT_BRAKE	MOTION START SEQUENCE ABORTED BRAKE PICK SWITCH
DESCRIPTION	Motion start sequence was aborted due to missing BPS signal.
REMEDIES	Check wiring of brake pick switch. Invert the signal of the brake pick switch if needed via parameters.

182 – MOTION_ACCEL_DELAY	REQUESTED RUN DISTANCE IS TOO SHORT
DESCRIPTION	Requested run distance is shorter than 0.25 inches causing a rollback.
REMEDIES	Adjusted timers of the start of the run to reduce rollback.

183 – MOTION_RAMP_TO_ZERO	MOTION STOP SEQUENCE ABORTED ENCODER FEEDBACK
DESCRIPTION	Motion stop sequence was aborted due to failing to ramp to zero speed.
REMEDIES	Verify the car is not rolling back. If it is, adjust timers for the end of the run. Adjust brakes if necessary if sliding through brakes with no command.

184 – MOTION_HOLD_ZERO	MOTION STOP SEQUENCE ABORTED B2 CONTACTOR
DESCRIPTION	Motion stop sequence was aborted due to failing to achieve encoder speed of or below 1 fpm.
REMEDIES	Adjust timers of controller or drive to hold zero speed at the end of the run. Adjust mechanical brakes if needed.

185 – MOTION_CHECK_BPS	MOTION STOP SEQUENCE ABORTED BRAKE PICK SWITCH
DESCRIPTION	Motion stop sequence was aborted due to missing BPS signal.
REMEDIES	Check wiring of brake pick switch. Invert the signal of the brake pick switch if needed via parameters.

187 – MOTION_DROP_M	MOTION STOP SEQUENCE ABORTED M CONTACTOR
DESCRIPTION	Motion stop sequence was aborted due to failing to drop the M contactor.
REMEDIES	Verify the M contactor is dropping out after command to run drops out. Verify MMC input is coming on when the M contactor drops out.

188 – MOTION_PREFLIGHT	MOTION STOP SEQUENCE ABORTED PRE-FLIGHT CHECK
DESCRIPTION	The system runs a preflight check of all safety connections/relays/inputs/outputs prior to car leaving a landing. Only required in Canada.
REMEDIES	Verify wiring of all safety connections/relays/inputs/outputs on the preflight requirement.

189 – BPS_STUCK_LO	BRAKE PICK SWITCH STUCK LOW
DESCRIPTION	Brake pick switch is stuck low during a run.
REMEDIES	Check brake pick switch. Reset machine room board to clear. Check brake pick switch wiring. Make sure BPS setting is set to NC by going to **MAIN MENU l SETUP l BRAKE SETUP l PRIMARY SETUP l BPS NC.**

190 – BPS_STUCK_HI	BRAKE PICK SWITCH STUCK HIGH
DESCRIPTION	Brake pick switch is stuck high while the car is stopped.
REMEDIES	Check brake pick switch. Reset machine room board to clear. Check brake pick switch wiring. Make sure BPS setting is set to NC by going to **MAIN MENU l SETUP l BRAKE SETUP l PRIMARY SETUP l BPS NC.**

191 – EB2_DROPPED	EB2 (ROPE GRIPPER) RELAY WAS DROPPED
DESCRIPTION	EB2 (ROPE GRIPPER) relay was dropped.
REMEDIES	Locate and press the EBRK RST Button at the bottom of the MR BOARD.

192 – EB2_STUCK	EB2 (ROPE GRIPPER) RELAY IS STUCK ON/OFF
DESCRIPTION	EB2 (ROPE GRIPPER) relay is stuck on/off.
REMEDIES	Verify the EB2 relay is tightly seated on its connector. Locate and press the EBRK RST Button at the bottom of the MR BOARD.

193 – BRAKE_OFFLINE	BRAKE BOARD OFFLINE
DESCRIPTION	Brake board communication was lost.
REMEDIES	Check CAN bus wiring. Make sure CAN termination jumpers are set correctly to the prints.

194 – BRAKE_UNK	BRAKE BOARD UNKNOWN
DESCRIPTION	Brake board reporting an unknown state.
REMEDIES	Recycle power to the brake board. If still reporting unknown state, replace brake board.

197 – BRAKE_COM	BRAKE BOARD COMMUMICATION
DESCRIPTION	Brake board reporting communication loss.
REMEDIES	Check CAN bus wiring. Make sure CAN termination jumpers are set correctly to the prints.

199 – BRAKE_MOSFET	BRAKE BOARD MOSFET
DESCRIPTION	Brake board reporting MOSFET failure.
REMEDIES	Check wiring on brake board’s high voltage connections.

200 – BRAKE_BUS_OFFLINE	BRAKE BOARD CAN BUS OFFLINE
DESCRIPTION	Brake board reporting CAN bus reset.
REMEDIES	Check for short on the CAN bus.

201 – BRAKE_DIP	BRAKE BOARD DIP SWITCH SETTING
DESCRIPTION	Brake board reporting DIP switch settings in conflict with another brake board.
REMEDIES	Check brake boards to make sure DIP switch settings are not identical. Adjust dip switches on brake boards to match prints accordingly.

203 – BRAKE_AC_LOSS	BRAKE BOARD INCOMING AC VOLTAGE
DESCRIPTION	Brake board does not detect an AC voltage source. Note: This fault is only valid on 20 AMP brake boards.
REMEDIES	Check brake board for consistent AC voltage coming into the brake board. If none, trace back to power source.

204 – EBRAKE_OFFLINE	EMERGENCY BRAKE BOARD OFFLINE
DESCRIPTION	Emergency Brake board communication was lost.
REMEDIES	Check CAN bus wiring. Make sure CAN termination jumpers are set correctly to the prints.

205 – EBRAKE_UNK	EMERGENCY BRAKE BOARD UNKNOWN
DESCRIPTION	Emergency Brake board reporting an unknown state.
REMEDIES	Recycle power to the emergency brake board. If still reporting unknown state, replace emergency brake board.

208 – EBRAKE_COMM	EMERGENCY BRAKE BOARD COMMUNICATION
DESCRIPTION	Emergency Brake board reporting communication loss.
REMEDIES	Check CAN bus wiring. Make sure CAN termination jumpers are set correctly to the prints.

210 – EBRAKE_MOSFET	EMERGENCY BRAKE BOARD MOSFET
DESCRIPTION	Emergency Brake board reporting MOSFET failure.
REMEDIES	Check wiring on emergency brake board's high voltage connections.

211 – EBRAKE_BUS_OFFLINE	EMERGENCY BRAKE BOARD CAN BUS OFFLINE
DESCRIPTION	Emergency Brake board reporting CAN bus reset.
REMEDIES	Check for short on the CAN bus.

212 – EBRAKE_DIP	EMERGENCY BRAKE BOARD DIP SWITCH SETTING
DESCRIPTION	Emergency Brake board reporting DIP switch settings in conflict with another brake board.
REMEDIES	Check brake boards to make sure DIP switch settings are not identical. Adjust dip switches on brake boards to match prints accordingly.

214 – EBRAKE_AC_LOSS	EMERGENCY BRAKE BOARD INCOMING AC VOLTAGE
DESCRIPTION	Emergency Brake board does not detect an AC voltage source. Note: This fault is only valid on 20 AMP brake boards.
REMEDIES	Check Emergency brake board for consistent AC voltage coming into the brake board. If none, trace back to power source.

216 – CPLD_UNINT_MOV	CPLD UNINTENDED MOVEMENT
DESCRIPTION	CPLD reporting unintended movement. Car drifted with GSW and hall locks open out of door zone.
REMEDIES	Check wiring and safety contacts. Locate and press the EBRK RST Button at the bottom of the MR BOARD.

217 – CPLD_GOV	CPLD GOVERNOR
DESCRIPTION	The CPLD detected a loss of power on the governor input. The controller monitors the electrical contact on the governor.
REMEDIES	Check the fault log to see what speed the car was at when the fault was recorded. Over speeding can occur if the drive is not properly configured. Try running the car on inspection and verify that the FPM speed feedback tracks the CMD speed. If it does not, check the drive parameters on the drives: Magnetek HPV900: adjust the RPM value of DRIVE A1 | CONTRACT MTR SPD. KEB: adjust the LN01 l SHEAVE DIAMETER. Magnetek DSD: adjust the RPM value of parameter 11 l MOTOR RPM. If this fault occurred while the car was stopped or at low speed, it could be a problem with the governor switch or wiring.

218 – CPLD_REDUND	CPLD REDUNDANCY
DESCRIPTION	CPLD reporting redundancy fault. Refer to Fault 11 through Fault 49.
REMEDIES	Verify the MRU board has its RDC jumper on. If the RDC jumper is on, replace MRU Board.

219 – CPLD_COM_LOSS	CPLD COMMUNICATION LOSS
DESCRIPTION	CPLD reporting communication loss of CN2 network.
REMEDIES	Check for miswiring on the CN2 network. Measure voltage on CN2+ and CN2- on MRU and CT SRU Board and make sure you have around 1.5VDC-3.5VDC. Check CT/COP toggle switch on the CT/COP SRU Board, make sure they are in the correct state for the board that they are for. Make sure DIP1B is set to ON for Cop and OFF for CT.

220 – CPLD_NON_BYP	CPLD NONBYPASS
DESCRIPTION	CPLD reporting loss of a no bypass input.
REMEDIES	Check MRU and CT SRU Board safety inputs.

221 – CPLD_IN_CAR	CPLD IN CAR STOP SWITCH
DESCRIPTION	The In-Car Stop switch is in the Stop position. The In-Car stop switch input on the SRU board are not powered or switch is wired incorrectly (reversed). The In-Car Stop switch is not present on car but inputs have not been jumped out.
REMEDIES	Turn the In-Car Stop switch to the RUN position. Input (COP-SF2) on the COP SRU board must be powered for the car to run. Verify that the In-car Stop switch is wired to the input. Verify the input have power when the switch is in the RUN position and that power is removed in the STOP position. If car does not have an In-car Stop switch, then the Cartop SRU input (COP-SF2) must be jumped to the C24 bus.

222 – CPLD_INSP	CPLD INSPECTION
DESCRIPTION	CPLD reporting invalid inspection mode.
REMEDIES	An invalid set of inspection switches are active.

223 – CPLD_SFH	CPLD SFH RELAY
DESCRIPTION	CPLD reporting loss of SFH input.
REMEDIES	Check input SFH on MRU board, input needs to be on.

225 – CPLD_ACCESS	CPLD ACCESS INSPECTION
DESCRIPTION	CPLD reporting invalid access switch and lock combination.
REMEDIES	Check to make sure that the top locks are the only one open when on top access. Check to make sure that the bottom locks are the only one open when on bottom access.

226 – CPLD_LOCKS	CPLD HALL LOCKS
DESCRIPTION	CPLD reporting hall locks are open.
REMEDIES	Check wiring of hall locks. Check contacts of hall locks make sure they are making up when hall doors are closed. Make sure all hall lock inputs are on when closed.

227 – CPLD_DOORS	CPLD DOORS
DESCRIPTION	CPLD reporting gate switches are open.
REMEDIES	Verify the Door Close Limit (DCL) input goes off, and GSW and/or DPM, when doors fully close.

228 – CPLD_BYPASS_SW	CPLD BYPASS SWITCH
DESCRIPTION	CPLD reporting a bypass switch is active.
REMEDIES	Turn off bypass switch if not using CT inspection or IC inspection.

229 – CPLD_PREFLIGHT	CPLD PRE FLIGHT CHECK
DESCRIPTION	CPLD reporting preflight check failure.
REMEDIES	Verify wiring of all safety connections/relays/inputs/outputs on the preflight requirement.

234 – DZ_STUCK_HI	DOOR ZONE STUCK
DESCRIPTION	Door zone input stuck high and over six inches from the closest learned floor position.
REMEDIES	Check and verify DZ input (CT-503/504) goes on and off while crossing the door zone. Check for obstruction of the DZ sensor.

235 – POSITION_LIMIT	POSITION LIMIT
DESCRIPTION	Car moving outside the mode defined position limit.
REMEDIES	To bypass the limit, go to **MAIN MENU l SETUP l MISC l BYPASS TERM LIMITS l YES.**

236 – INVALID_MANUAL_RUN	INVALID MANUAL RUN
DESCRIPTION	Attempting a manual run outside specified current position limits.
REMEDIES	To bypass the limit, go to **MAIN MENU l SETUP l MISC l BYPASS TERM LIMITS l YES.**

237 – INVALID_ACCEL_CURVE	INVALID ACCELERATION CURVE
DESCRIPTION	Requested acceleration curve is invalid.
REMEDIES	Increase current s-curve acceleration rate parameters.

238 – INVALID_DECEL_CURVE	INVALID DECELERATION CURVE
DESCRIPTION	Requested deceleration curve is invalid.
REMEDIES	Increase current s-curve deceleration rate parameters.

239 – INVALID_ADDED_CURVE	INVALID MID ACCELERATION CURVE
DESCRIPTION	Requested mid run acceleration curve is invalid.
REMEDIES	Increase current s-curve acceleration rate parameters.

240 – INVALID_RSL_CURVE	INVALID RUN DECELERATION CURVE
DESCRIPTION	Requested mid run deceleration curve is invalid.
REMEDIES	Increase current s-curve deceleration rate parameters.

241 – INVALID_CURVE_P1	INVALID NORMAL PROFILE S CURVE
DESCRIPTION	Normal profile s-curve settings are invalid.
REMEDIES	Increase the profile's acceleration or deceleration rate parameters.

242 – INVALID_CURVE_P2	INVALID INSPECTION PROFILE S CURVE
DESCRIPTION	Inspection profile s-curve settings are invalid.
REMEDIES	Increase the profile's acceleration or deceleration rate parameters.

243 – INVALID_CURVE_P3	INVALID EMERGENCY POWER PROFILE S CURVE
DESCRIPTION	E-Power profile s-curve settings are invalid.
REMEDIES	Increase the profile's acceleration or deceleration rate parameters.

244 – INVALID_CURVE_P4	INVALID SHORT PROFILE S CURVE
DESCRIPTION	Short profile s-curve settings are invalid.
REMEDIES	Increase the profile's acceleration or deceleration rate parameters.

245 – SFM_STUCK	SFM RELAY IS STUCK ON/OFF
DESCRIPTION	SFM relay is stuck on/off.
REMEDIES	Verify the SFM relay is tightly seated on its connector on the MRU Board.

246 – OVERLOADED	CAR IS OVERLOADED
DESCRIPTION	Overload input is high, indicating the car is overloaded.
REMEDIES	Remove weight from the elevator until input is low.

247 THROUGH 249 – PREFLIGHT_MR/CT/COP	MR/CT/COP PREFLIGHT CHECK
DESCRIPTION	MR or CT or COP is indicating failure of preflight check.
REMEDIES	Verify wiring of all safety connections/relays/inputs/outputs on the preflight requirement.

254 – REGEN_FAULT	REGEN UNIT FAULTED
DESCRIPTION	Regen unit reporting a fault state.
REMEDIES	Refer to the Regen for fault indication. Refer to the Regen manual for troubleshooting. Verify wiring of the regen fault input.

255 – OVERSPEED_CONST	CONSTRUCTION OVERSPEED
DESCRIPTION	Car speed has exceeded 125% of the max inspection speed (150 FPM)
REMEDIES	Be sure Inspection Speed parameter is set correctly to a value of 150 FPM or lower. Check contract motor speed on drive. Reduce the RPM inside the drive to slow car speed down. Reduce the s-curve values.

256 – EBPS_STUCK_LO	EMERGENCY BRAKE PICK SWITCH STUCK LOW
DESCRIPTION	Emergency brake pick switch is stuck low during a run.
REMEDIES	Check emergency brake pick switch. Reset machine room board to clear. Check emergency brake pick switch wiring. Make sure EBPS setting is set to NC by going to **MAIN MENU l SETUP l BRAKE SETUP l SECONDARY SETUP l BPS NC.**

257 – EBPS_STUCK_HI	EMERGENCY BRAKE PICK SWITCH STUCK HIGH
DESCRIPTION	Emergency brake pick switch is stuck high while the car is stopped.
REMEDIES	Check emergency brake pick switch. Reset machine room board to clear. Check emergency brake pick switch wiring. Make sure EBPS setting is set to NC by going to **MAIN MENU l SETUP l BRAKE SETUP l SECONDARY SETUP l BPS NC.**

258 – INVALID_DIP_SW_B2	INVALID DIP SWITCH B2 SETTING
DESCRIPTION	Rear door DIP switches and parameter do not match.
REMEDIES	If dip switch B2 is turned ON for the machine room, car top, and COP SRU Boards, enable parameter 01-0033 to ON. If dip switch B2 is turned OFF for all three boards, disable parameter 01-0033 to OFF.

259 – INVALID_DIP_SW_B3	INVALID DIP SWITCH B3 SETTING
DESCRIPTION	Enable landing inspection DIP switch and parameter do not match.
REMEDIES	If dip switch B3 is turned ON for the machine room, enable parameter 01-0038 to ON. If dip switch B3 is turned OFF for the machine room, disable parameter 01-0038 to OFF.

260 – INVALID_DIP_SW_B4	INVALID DIP SWITCH B4 SETTING
DESCRIPTION	Enable PIT inspection DIP switch and parameter do not match.
REMEDIES	If dip switch B4 is turned ON for the machine room, enable parameter 01-0037 to ON. If dip switch B4 is turned OFF on the machine room, disable parameter 01-0037 to OFF.

261 – INVALID_DIP_SW_B8	INVALID DIP SWITCH B8 SETTING
DESCRIPTION	Dip B8 on the machine room board is ON while not performing the unintended movement acceptance test.
REMEDIES	Turn OFF dip switch B8 if not doing the unintended acceptance movement test.

262 – INVALID_DIP_SW_A6	INVALID DIP SWITCH A6 SETTING
DESCRIPTION	Construction mode is required when the motor learn dip switch A6 is ON.
REMEDIES	Move to construction mode if doing a motor learn. If not doing a motor learn turn dip switch A6 off.

263 – INSP_IC_KEY_REQD	INSPECTION IC KEY REQUIRED
DESCRIPTION	Both IC and CT inspection switches are required for CT inspection operation.
REMEDIES	Enable IC inspection if enabling CT inspection. If IC inspection is not required to enable CT inspection, turn OFF parameter 01-0075.

264 – B_CONT_HI_SW	B CONTACTOR HIGH SERIAL
DESCRIPTION	Drive's serial speed reg signal is stuck high.
REMEDIES	Check drive's speed reg settings for correct serial mapping.

265 – B_CONT_HI_HW	B CONTACTOR HIGH
DESCRIPTION	B contactor feedback is stuck high.
REMEDIES	Check the wiring to and from the B contactor. Make sure MBC input on the MRU Board is in the correct state. When idle, MBC input is off. When B contactor is pulled in, MBC input is on.

266 – B_CONT_LO_SW	B CONTACTOR LOW SERIAL
DESCRIPTION	Drive's serial speed reg signal is stuck low.
REMEDIES	Check drive's speed reg settings for correct serial mapping.

267 – B_CONT_LO_HW	B CONTACTOR LOW
DESCRIPTION	B contactor feedback is stuck low.
REMEDIES	Check the wiring to and from the B contactor. Make sure MBC input on the MRU Board is in the correct state. When idle, MBC input is off. When B contactor is pulled in, MBC input is on.

284 THROUGH 298 – EXP_DIP_X	EXPANSION BOARD DIP SWITCH SETTING
DESCRIPTION	Two or more expansion boards have the same DIP switch settings.
REMEDIES	Make sure none of the dip switch settings on the expansion boards are identical. Match the expansion boards dip switch settings with the prints accordingly.

299 – INVALID_HALLMASK	INVALID HALL MASKS
DESCRIPTION	There is overlap between hall call, medical, and swing masks.
REMEDIES	Make sure none of the swing risers hall mask is set identically.

300 – OOS_LIMIT	OUT OF SERVICE LIMIT
DESCRIPTION	Car has exceeded a fault limit and gone out of service.
REMEDIES	Reset fault by putting car on inspection mode.

301 – DUPLICATE_GROUP_ID	DUPLICATE GROUP ID
DESCRIPTION	Two or more cars in the group have the same car ID.
REMEDIES	Verify that the car ID are not identical. If identical, change accordingly to car labels by going to MAIN MENU l GROUP SETUP l CAR ID.

302 – RESCUE_START	RESCUE OPERATION START SEQUENCE
DESCRIPTION	After moving to rescue operation, the car waits a minimum of 2 seconds before beginning rescue.
REMEDIES	N/A

303 – RESCUE_IN_DZ	RESCUE OPERATION IN DOOR ZONE
DESCRIPTION	The car has arrived at the nearest opening, opened its doors, and gone out of service.
REMEDIES	N/A

304 – INVALID	RESCUE OPERATION INVALID
DESCRIPTION	Automatic: No valid recall was found. Manual: Invalid run state.
REMEDIES	Turn off automatic rescue and perform a manual rescue.

305 – MR_SAFETY	MACHINE ROOM SAFETY
DESCRIPTION	Machine room safety input (SFM) was lost.
REMEDIES	Check wiring to the input (SFM). Verify safety contact is closing and opening in the correct state.

306 THROUGH 333 – CEDESX_XXX	CEDES1 LANDING SYSTEM ERRORS
DESCRIPTION	CEDES channel 1 or channel 2 reporting error: 306 – CEDES1_OFFLINE 307 – CEDES1_READ_FAIL 308 – CEDES1_ALIGN_CLOSE 309 – CEDES1_ALIGN_FAR 310 – CEDES1_ALIGN_LEFT 311 – CEDES1_ALIGN_RIGHT 312 – CEDES1_INTERNAL 313 – CEDES1_COMM 314 – CEDES1_CROSS1_POSS 315 – CEDES1_CROSS1_VEL 316 – CEDES1_CROSS1_BOTH 317 – CEDES1_CROSS2_POS 318 – CEDES1_CROSS2_VEL 319 – CEDES1_CROSS2_BOTH 320 – CEDES2_OFFLINE 321 – CEDES2_READ_FAIL 322 – CEDES2_ALIGN_CLOSE 323 – CEDES2_ALIGN_FAR 324 – CEDES2_ALIGN_LEFT 325 – CEDES2_ALIGN_RIGHT 326 – CEDES2_INTERNAL 327 – CEDES2_COMM 328 – CEDES2_CROSS1_POS 329 – CEDES2_CROSS1_VEL 330 – CEDES2_CROSS1_BOTH 331 – CEDES2_CROSS2_POS 332 – CEDES2_CROSS2_VEL 333 – CEDES2_CROSS2_BOTH
REMEDIES	Check camera wiring from camera to CT SRU Board CAN port. Check and clean the tape. Run the elevator through the hoistway and align the tape with the camera accordingly.

334 – EPOWER	EMERGENCY POWER OUT OF SERVICE
DESCRIPTION	Emergency Power operation is active.
REMEDIES	Building power needs to be returned to be back to normal operation.

335 – INVALID_PARKING	INVALID PARKING
DESCRIPTION	Parking floor is set to landing with no openings.
REMEDIES	Set parking floor to a valid opening.

336 – INVALID_FIRE_MAIN	INVALID FIRE MAIN
DESCRIPTION	Main fire recall floor and opening setting are invalid.
REMEDIES	Set main recall floor to valid opening.

337 – INVALID_FIRE_ALT	INVALID FIRE ALTERNATE
DESCRIPTION	Alternate fire recall floor and opening setting are invalid.
REMEDIES	Set alt recall floor to a valid opening.

338 THROUGH 340 – CPLD_OFFLINE_MR/CT/COP	CPLD OFFLINE MR/CT/COP
DESCRIPTION	Communication with machine room / car stop / cop CPLD was lost.
REMEDIES	Contact Smartrise Engineering.

342 – DRIVE_OFFLINE	DRIVE OFFLINE
DESCRIPTION	Communication with drive was lost.
REMEDIES	Check the wiring of the communication lines between the machine room and the drive. If verified wiring is correct according to the prints, replace CAT 5. Replace MRU board. Replace Drive control board.

343 THROUGH 357 – DSD_XXX	DSD FAULTS
DESCRIPTION	The DSD drive is indicating a fault. Look at the fault log on the DSD Drive for more detailed fault explanation.
REMEDIES	Refer to the DSD Drive Manual for troubleshooting.

358 – DSD_COMM	DSD COMMUNICATION
DESCRIPTION	Drive reporting a communication loss fault.
REMEDIES	Check the wiring of the communication lines between the machine room and the drive. If verified wiring is correct according to the prints, replace CAT 5. Replace MRU board. Replace Drive control board.

359 THROUGH 430 – MAG_FLT_X	MAGNETEK FAULTS
DESCRIPTION	The Magnetek drive is indicating a fault. Look at the fault log on the Magnetek Drive for more detailed fault explanation.
REMEDIES	Refer to the Magnetek Drive Manual for troubleshooting.

431 THROUGH 653 – KEB_FLT_X	KEB FAULTS
DESCRIPTION	The KEB drive is indicating a fault. Look at the fault log on the KEB Drive for more detailed fault explanation.
REMEDIES	Refer to the KEB Drive Manual for troubleshooting.

654 – INVALID_LAND_OFF	INVALID LAND OFF
DESCRIPTION	Group landing offset setting is outside valid range.
REMEDIES	The sum of the landing offset and the car's number of floors should be less than the max support landings (typically 64). Currently this offset is bounded to less than 32.

655 – PAYMENT_PASSCODE	PAYMENT PASSCODE
DESCRIPTION	The passcode required for normal operation is not entered.
REMEDIES	Contact Smartrise Engineering customer service for payment passcode. After receiving payment passcode go to MAIN MENU l SETUP l MISC l PAYMENT PASSCODE.

656 – BATTERY_FAULT	BATTERY FAULT
DESCRIPTION	Battery Lowering device is reporting a fault state.
REMEDIES	Check backup battery for fault indication. Measure voltage on batteries of the battery lowering.

657 THROUGH 660 – INVALID_ETSL_X	INVALID ETSL
DESCRIPTION	657 – INVALID_ETSL_1 Normal profile ETSL 658 – INVALID_ETSL_2 Inspection profile ETSL 659 – INVALID_ETSL_3 Emergency profile ETSL 660 – INVALID_ETSL_4 Short profile ETSL ETSL points are not of increasing in position/speed value or a trip speed exceeds contract speed.
REMEDIES	Cycle power to the system or edit an S-Curve parameter to trigger a ETSL point recalculation.

663 THROUGH 676 – CEDES3_XXX	CEDES3 LANDING SYSTEM ERRORS
DESCRIPTION	ETSL CEDES channel 2 reporting error: 663 – CEDES3_OFFLINE 664 – CEDES3_READ_FAIL 665 – CEDES3_ALIGN_CLOSE 666 – CEDES3_ALIGN_FAR 667 – CEDES3_ALIGN_LEFT 668 – CEDES3_ALIGN_RIGHT 669 – CEDES3_INTERNAL 670 – CEDES3_COMM 671 – CEDES3_CROSS1_POSS 672 – CEDES3_CROSS1_VEL 673 – CEDES3_CROSS1_BOTH 674 – CEDES3_CROSS2_POS 675 – CEDES3_CROSS2_VEL 676 – CEDES3_CROSS2_BOTH
REMEDIES	Check camera wiring from camera to COP SRU Board CAN port. Check and clean the tape. Run the elevator through the hoistway and align the tape with the camera accordingly.

677 THROUGH 680 – RSBUFFER_PX	RSBUFFER
DESCRIPTION	677 – RSBUFFER_P1 S-curve normal profile decel exceeds limit for reduce speed buffer. 678 – RSBUFFER_P2 S-curve inspection profile decel exceeds limit for reduce speed buffer. 679 – RSBUFFER_P3 S-curve emergency power profile decel exceeds limit for reduce speed buffer. 680 – RSBUFFER_P4 S-curve short profile decel exceeds limit for reduce speed buffer.
REMEDIES	Controller automatically calculates slowdowns based on the user input in SETUP l SAFETY l ETSL for reduced stroke buffers. Current s-curve settings are outside of the range to meet the slowdown requirement. Lower the s-curve decel parameters until the fault clears.

681 THROUGH 688 – OVERSPEED_UETS_X	OVERSPEED UETS 1-8
DESCRIPTION	Car has 8 UETS trip points and the car exceeded the top terminal speed limit on one of those trip points.
REMEDIES	Lower your deceleration curve parameters or increase the ETSL debounce limit.

689 THROUGH 696 – OVERSPEED_DETS_X	OVERSPEED DETS 1-8
DESCRIPTION	Car has 8 DETS trip points and the car exceeded the bottom terminal speed limit on one of those trip points.
REMEDIES	Lower your deceleration curve parameters or increase the ETSL debounce limit.

697 THROUGH 704 – OVERSPEED_UETSL_X	OVERSPEED UETSL 1-8
DESCRIPTION	Car has 8 UETSL trip points and the car exceeded the top terminal speed limit on one of those trip points.
REMEDIES	Lower your deceleration curve parameters or increase the ETSL debounce limit.

705 THROUGH 712 – OVERSPEED_DETSL_X	OVERSPEED DETSL 1-8
DESCRIPTION	Car has 8 DETSL trip points and the car exceeded the bottom terminal speed limit on one of those trip points.
REMEDIES	Lower your deceleration curve parameters or increase the ETSL debounce limit.

713 – FAULT_INPUT	FAULT INPUT
DESCRIPTION	Discrete fault input has been high for 200ms.
REMEDIES	Check IO configuration for the fault input location. Check wiring of the fault input.

714 – DRIVE_FLT_UNKNOWN	DRIVE FAULT UNKNOWN
DESCRIPTION	Drive reporting a fault that is out of the C4 system's defined range.
REMEDIES	Check the drive fault log for indication of the fault. Note: only for KEB drive, this signals that the drive ready output is either low or the output is misconfigured on the drive.

715 – FRAM_DATA_CORRUPTION	FRAM DATA CORRUPTION
DESCRIPTION	FRAM data redundancy check has failed, and data was not recovered.
REMEDIES	Contact Smartrise Engineering.

Alarm Description Index:

1 THROUGH 8 – NTS_UP_P1_X	NTS UP P1-1 THROUGH 8 (NORMAL MOTION)
DESCRIPTION	Note: The lowest point is closest to the terminal. NTS point 1 has been tripped in the up direction for normal motion profile. NTS point 2 has been tripped in the up direction for normal motion profile. NTS point 3 has been tripped in the up direction for normal motion profile. NTS point 4 has been tripped in the up direction for normal motion profile. NTS point 5 has been tripped in the up direction for normal motion profile. NTS point 6 has been tripped in the up direction for normal motion profile. NTS point 7 has been tripped in the up direction for normal motion profile. NTS point 8 has been tripped in the up direction for normal motion profile.
REMEDIES	Adjust S-Curve.

17 THROUGH 24 – NTS_UP_P3_X	NTS UP P3-1 THROUGH 8 (E-POWER MOTION)
DESCRIPTION	Note: The lowest point is closest to the terminal. NTS point 1 has been tripped in the up direction for e-power motion profile. NTS point 2 has been tripped in the up direction for e-power motion profile. NTS point 3 has been tripped in the up direction for e-power motion profile. NTS point 4 has been tripped in the up direction for e-power motion profile. NTS point 5 has been tripped in the up direction for e-power motion profile. NTS point 6 has been tripped in the up direction for e-power motion profile. NTS point 7 has been tripped in the up direction for e-power motion profile. NTS point 8 has been tripped in the up direction for e-power motion profile.
REMEDIES	Adjust S-Curve.

25 THROUGH 32 – NTS_UP_P4_X	NTS UP P4-1 THROUGH 8 (SHORT MOTION)
DESCRIPTION	Note: The lowest point is closest to the terminal. NTS point 1 has been tripped in the up direction for short motion profile. NTS point 2 has been tripped in the up direction for short motion profile. NTS point 3 has been tripped in the up direction for short motion profile. NTS point 4 has been tripped in the up direction for short motion profile. NTS point 5 has been tripped in the up direction for short motion profile. NTS point 6 has been tripped in the up direction for short motion profile. NTS point 7 has been tripped in the up direction for short motion profile. NTS point 8 has been tripped in the up direction for short motion profile.
REMEDIES	Adjust S-Curve.

33 THROUGH 40 – NTS_DN_P1_X	NTS DOWN P1-1 THROUGH 8 (NORMAL MOTION)
DESCRIPTION	Note: The lowest point is closest to the terminal. NTS point 1 has been tripped in the down direction for normal motion profile. NTS point 2 has been tripped in the down direction for normal motion profile. NTS point 3 has been tripped in the down direction for normal motion profile. NTS point 4 has been tripped in the down direction for normal motion profile. NTS point 5 has been tripped in the down direction for normal motion profile. NTS point 6 has been tripped in the down direction for normal motion profile. NTS point 7 has been tripped in the down direction for normal motion profile. NTS point 8 has been tripped in the down direction for normal motion profile.
REMEDIES	Adjust S-Curve.

49 THROUGH 56 – NTS_DOWN_P3_X	NTS DOWN P3-1 THROUGH 8 (E-POWER)
DESCRIPTION	Note: The lowest point is closest to the terminal. NTS point 1 has been tripped in the down direction for e-power motion profile. NTS point 2 has been tripped in the down direction for e-power motion profile. NTS point 3 has been tripped in the down direction for e-power motion profile. NTS point 4 has been tripped in the down direction for e-power motion profile. NTS point 5 has been tripped in the down direction for e-power motion profile. NTS point 6 has been tripped in the down direction for e-power motion profile. NTS point 7 has been tripped in the down direction for e-power motion profile. NTS point 8 has been tripped in the down direction for e-power motion profile.
REMEDIES	Adjust S-Curve.

57 THROUGH 64 – NTS_DOWN_P4_X	NTS DOWN P4-1 THROUGH 8 (SHORT MOTION)
DESCRIPTION	Note: The lowest point is closest to the terminal. NTS point 1 has been tripped in the down direction for short motion profile. NTS point 2 has been tripped in the down direction for short motion profile. NTS point 3 has been tripped in the down direction for short motion profile. NTS point 4 has been tripped in the down direction for short motion profile. NTS point 5 has been tripped in the down direction for short motion profile. NTS point 6 has been tripped in the down direction for short motion profile. NTS point 7 has been tripped in the down direction for short motion profile. NTS point 8 has been tripped in the down direction for short motion profile.
REMEDIES	Adjust S-Curve.

65 THROUGH 68 – NTS_INVALID_PX	NTS INVALID P1 THROUGH 4
DESCRIPTION	NTS_INVALID_P1: Normal Profile NTS points are not of increasing in position/speed value or a trip speed exceeds contract speed. NTS_INVALID_P2: Inspection Profile NTS points are not of increasing in position/speed value or a trip speed exceeds contract speed. NTS_INVALID_P3: E-Power Profile NTS points are not of increasing in position/speed value or a trip speed exceeds contract speed. NTS_INVALID_P1: Short Profile NTS points are not of increasing in position/speed value or a trip speed exceeds contract speed.
REMEDIES	Cycle power to the system or edit an S-Curve parameter to trigger a NTS point recalculation.

69 – ESTOP_CLASS_OP	EMERGENCY STOP CLASS OP
DESCRIPTION	This debugging alarm will signal when an ESTOP is.
REMEDIES	To turn off alarm, adjust parameter 01-150 to OFF.

70 – ESTOP_STOP_TIMEOUT	EMERGENY STOP STOP TIMEOUT
DESCRIPTION	This debugging alarm will signal when an ESTOP is.
REMEDIES	To turn off alarm, adjust parameter 01-150 to OFF.

71 – ESTOP_MOVE_TIMEOUT	EMERGENCY STOP MOVE TIMEOUT
DESCRIPTION	This debugging alarm will signal when an ESTOP is.
REMEDIES	To turn off alarm, adjust parameter 01-150 to OFF.

72 – ESTOP_INVALID_INSP	EMERGENCY STOP INVALID INSPECTION
DESCRIPTION	This debugging alarm will signal when an ESTOP is.
REMEDIES	To turn off alarm, adjust parameter 01-150 to OFF.

73 – ESTOP_RECALL_DEST	EMERGENCY STOP RECALL DESTINATION
DESCRIPTION	This debugging alarm will signal when an ESTOP is.
REMEDIES	To turn off alarm, adjust parameter 01-150 to OFF.

74 – STOP_AT_NEXT_FLOOR	EMERGENCY STOP STOP AT NEXT FLOOR
DESCRIPTION	This debugging alarm will signal when an ESTOP is.
REMEDIES	To turn off alarm, adjust parameter 01-130 to OFF.

75 – ESTOP_EQ	EMERGENCY STOP EARTHQUAKE
DESCRIPTION	This debugging alarm will signal when an ESTOP is.
REMEDIES	To turn off alarm, adjust parameter 01-150 to OFF.

76 – ESTOP_FLOOD	EMERGENCY STOP FLOOD
DESCRIPTION	This debugging alarm will signal when an ESTOP is.
REMEDIES	To turn off alarm, adjust parameter 01-150 to OFF.

77 – STOP_NO_DZ	STOP NO DOOR ZONE
DESCRIPTION	Car is stopped outside of a door zone.
REMEDIES	If car overshot floor, adjust S-Curve.

78 – RELEVELING	RELEVELING
DESCRIPTION	The car was in a releveling condition.
REMEDIES	The floor level may be set improperly. Hydro: Valves possibly leaking.

79 – DEFAULT_PARAM_1BIT	DEFAULTING PARAMETER BIT 1
DESCRIPTION	Parameters in Bit 1 are being defaulted.
REMEDIES	Wait until parameters of Bit 1 are defaulted.

80 – DEFAULT_PARAM_8BIT	DEFAULTING PARMAETER BIT 8
DESCRIPTION	Parameters in Bit 8 are being defaulted.
REMEDIES	Wait until parameters of Bit 8 are defaulted.

81 – DEFAULT_PARAM_16BIT	DEFAULTING PARAMETER BIT 16
DESCRIPTION	Parameters in Bit 16 are being defaulted.
REMEDIES	Wait until parameters of Bit 16 are defaulted.

82 – DEFAULT_PARAM_24BIT	DEFAULTING PARAMETER BIT 24
DESCRIPTION	Parameters in Bit 24 are being defaulted.
REMEDIES	Wait until parameters of Bit 24 are defaulted.

83 – DEFAULT_PARAM_32BIT	DEFAULTING PARAMETER BIT 32
DESCRIPTION	Parameters in Bit 32 are being defaulted.
REMEDIES	Wait until parameters of Bit 32 are defaulted.

84 – RECALL_INVALID_DOOR	RECALL INVALID DOOR
DESCRIPTION	Requested recall destination has an invalid door configuration.
REMEDIES	Set recall destination to valid door.

85 – RECALL_INVALID_FLOOR	RECALL INVALID FLOOR
DESCRIPTION	Requested recall destination has an invalid floor.
REMEDIES	Set recall destination to a valid floor.

86 – RECALL_INVALID_OPENING	RECALL INVALID OPENING
DESCRIPTION	Requested recall destination has an invalid opening.
REMEDIES	Set recall destination to a valid opening.

87 THROUGH 92– WDT_DISABLED_MR/CT/COP	MR/CT/COP PROCESSORS WATCHDOG DISABLED
DESCRIPTION	MRA MRB CTA CTB COPA or COPB processor has started up with a watchdog disabled.
REMEDIES	Remove the WD jumper and restart the board to reenable WD.

93 THROUGH 96 – MR_CAN_RESET_X	MRU CAN1-4 RESET
DESCRIPTION	MRU CAN 1 through 4 transceiver has self-reset due to excessive bus errors.
REMEDIES	Verify bus wiring. If problem persists, remove boards from the network to isolate the board with the problem transceiver.

97 THROUGH 100 – CT_CAN_RESET_X	CT SRU BOARD CAN1-4 RESET
DESCRIPTION	CT SRU Board CAN 1 through 4 transceiver has self-reset due to excessive bus errors.
REMEDIES	Verify bus wiring. If problem persists, remove boards from the network to isolate the board with the problem transceiver.

101 THROUGH 104 – COP_CAN_REST_X	COP SRU BOARD CAN1-4 RESET
DESCRIPTION	COP SRU Board CAN 1 through 4 transceiver has self-reset due to excessive bus errors.
REMEDIES	Verify bus wiring. If problem persists, remove boards from the network to isolate the board with the problem transceiver.

105 – DRIVE_RESET	DRIVE RESET
DESCRIPTION	Car is triggering a drive fault reset.
REMEDIES	This is a notification.

106 – DRIVE_RESET_LIMIT	DRIVE RESET LIMIT
DESCRIPTION	Drive reset limit has been reached. The controller will no longer reset drive faults.
REMEDIES	Check the drive for faults.

107 – FULLY_LOADED	FULLY LOADED
DESCRIPTION	Car is fully loaded and will no longer accept hall calls.
REMEDIES	Weight will have to be removed from the car.

108 THROUGH 112 – REMOTE_PU_XBIT	REMOTE PU 1,8,16,24,32 BIT
DESCRIPTION	The car has received a remote request to change one of the bit parameters.
REMEDIES	This is a notification.

113 – REMOTE_PU_MAG	REMOTE PU MAGNETEK
DESCRIPTION	The car has received a remote request to change a Magnetek parameter.
REMEDIES	This is a notification.

114 – REMOTE_PU_KEB	REMOTE PU KEB
DESCRIPTION	The car has received a remote request to change a KEB parameter.
REMEDIES	This is a notification.

115 – INVALID_MAN_RUN_CAR	INVALID MANUAL RUN CAR
DESCRIPTION	Manual run request rejected due to invalid car door state.
REMEDIES	Verify all the door signals are in the correct state.

116 – INVALID_MAN_RUN_HALL	INVALID MANUAL RUN HALL
DESCRIPTION	Manual run requested rejected due to invalid hall door state.
REMEDIES	Verify all the hall door signals are in the correct state.

117 – INVALID_MAN_RUN_ARM	INVALID MANUAL RUN ARM
DESCRIPTION	Manual run requested rejected due to disarmed direction inputs. This may occur if car enters inspection with its direction inputs active.
REMEDIES	Verify wiring to the disarmed direction inputs.

120 – INVALID_MAN_RUN_DOBF	INVALID MANUAL RUN DOBF
DESCRIPTION	Manual run request rejected due to front door open button request.
REMEDIES	If user did not press the DOB front button, check wiring to the DOB front input.

121 – INVALID_MAN_RUN_DOBR	INVALID MANUAL RUN DOBR
DESCRIPTION	Manual run request rejected due to rear door open button request.
REMEDIES	If user did not press the DOB rear button, check wiring to the DOB rear input.

122 – INVALID_MAN_RUN_HA	INVALID MANUAL RUN HOISTWAY ACCESS
DESCRIPTION	Manual run request rejected due to invalid hoistway access floor or opening
REMEDIES	Verify setting of openings and floors.

123 – INVALID_MAN_RUN_CT_EN	INVALID MANUAL RUN CT ENABLE
DESCRIPTION	Manual run request rejected due to missing CT enable signal.
REMEDIES	Verifying wiring to the CT inspection input (CT-SF4).

146 – MODE_CHANGE	MODE CHANGED
DESCRIPTION	This debugging alarm will signal when mode of operation changes.
REMEDIES	To turn off alarm, adjust parameter 01-150 to OFF.

147 THROUGH 159 – RIS1_XXX	RISER 1 ERRORS
DESCRIPTION	147 – RIS1_OFFLINE - Riser1 marked as offline after 30 seconds without communication. 148 – RIS1_UNK - Riser1 reporting an unknown error. 149 – RIS1_POR_RST - Riser1 reporting a power-on reset error. 150 – RIS1_WDT_RST - Riser1 reporting a watchdog reset error. 151 – RIS1_BOD_RST - Riser1 reporting a brown-out reset error. 152 – RIS1_GRP_COM - Riser1 reporting a group network communication loss error. 153 – RIS1_HALL_COM - Riser1 reporting a hall network communication loss error. 154 – RIS1_CAR_COM - Riser1 reporting an invalid error. 155 – RIS1_MST_COM - Riser1 reporting an invalid error. 156 – RIS1_SLV_COM - Riser1 reporting an invalid error. 157 – RIS1_ADDRESS - Riser1 has detected another board with the same address. 158 – RIS1_BUS_RST_1 - Riser1 reporting a CAN1 bus reset error. 159 – RIS1_BUS_RST_2 - Riser1 reporting a CAN2 bus reset error.
REMEDIES	Check and verify wiring of riser 1 circuity.

162 THROUGH 174 – RIS2_XXX	RISER 2 ERRORS
DESCRIPTION	162 – RIS2_OFFLINE – Riser2 marked as offline after 30 seconds without communication. 163 – RIS2_UNK – Riser2 reporting an unknown error. 164 – RIS2_POR_RST – Riser2 reporting a power-on reset error. 165 – RIS2_WDT_RST – Riser2 reporting a watchdog reset error. 166 – RIS2_BOD_RST – Riser2 reporting a brown-out reset error. 167 – RIS2_GRP_COM – Riser2 reporting a group network communication loss error. 168 – RIS2_HALL_COM – Riser2 reporting a hall network communication loss error. 169 – RIS2_CAR_COM – Riser2 reporting an invalid error. 170 – RIS2_MST_COM – Riser2 reporting an invalid error. 171 – RIS2_SLV_COM – Riser2 reporting an invalid error. 172 – RIS2_ADDRESS – Riser2 has detected another board with the same address. 173 – RIS2_BUS_RST_1 – Riser2 reporting a CAN1 bus reset error. 174 – RIS2_BUS_RST_2 – Riser2 reporting a CAN2 bus reset error.
REMEDIES	Check and verify wiring of riser 2 circuity.

177 THROUGH 189 – RIS3_XXX	RISER 3 ERRORS
DESCRIPTION	177 – RIS3_OFFLINE – Riser3 marked as offline after 30 seconds without communication. 178 – RIS3_UNK – Riser3 reporting an unknown error. 179 – RIS3_POR_RST – Riser3 reporting a power-on reset error. 180 – RIS3_WDT_RST – Riser3 reporting a watchdog reset error. 181 – RIS3_BOD_RST – Riser3 reporting a brown-out reset error. 182 – RIS3_GRP_COM – Riser3 reporting a group network communication loss error. 183 – RIS3_HALL_COM – Riser3 reporting a hall network communication loss error. 184 – RIS3_CAR_COM – Riser3 reporting an invalid error. 185 – RIS3_MST_COM – Riser3 reporting an invalid error. 186 – RIS3_SLV_COM – Riser3 reporting an invalid error. 187 – RIS3_ADDRESS – Riser3 has detected another board with the same address. 188 – RIS3_BUS_RST_1 – Riser3 reporting a CAN1 bus reset error. 189 – RIS3_BUS_RST_2 – Riser3 reporting a CAN2 bus reset error.
REMEDIES	Check and verify wiring of riser 3 circuity.

192 THROUGH 204 – RIS4_XXX	RISER 4 ERRORS
DESCRIPTION	192 – RIS4_OFFLINE - Riser1 marked as offline after 30 seconds without communication. 193 – RIS4_UNK – Riser4 reporting an unknown error. 194 – RIS4_POR_RST – Riser4 reporting a power-on reset error. 195 – RIS4_WDT_RST – Riser4 reporting a watchdog reset error. 196 – RIS4_BOD_RST – Riser4 reporting a brown-out reset error. 197 – RIS4_GRP_COM – Riser4 reporting a group network communication loss error. 198 – RIS4_HALL_COM – Riser4 reporting a hall network communication loss error. 199 – RIS4_CAR_COM – Riser4 reporting an invalid error. 200 – RIS4_MST_COM – Riser4 reporting an invalid error. 201 – RIS4_SLV_COM – Riser4 reporting an invalid error. 202 – RIS4_ADDRESS – Riser4 has detected another board with the same address. 203 – RIS4_BUS_RST_1 – Riser4 reporting a CAN1 bus reset error. 204 – RIS4_BUS_RST_2 – Riser4 reporting a CAN2 bus reset error.
REMEDIES	Check and verify wiring of riser 4 circuity.

628 – DDM_OFFLINE	DDM OFFLINE
DESCRIPTION	DD Panel manager board has gone offline.
REMEDIES	Check DD manager board wiring.

629 – DOOR_OPEN_TEST	DOOR OPEN TEST
DESCRIPTION	Test alarm signaling that both locks and gate switch are open while in motion.
REMEDIES	Enable this by adjusting parameter 01-159 to on.

630 – FRAM_REDUNDANCY	FRAM REDUNDANCY
DESCRIPTION	FRAM's data redundancy check has failed, but the data was recovered.
REMEDIES	This is a notification.

631 DO_DURING_RUN	DOOR OPEN DURING RUN
DESCRIPTION	Debugging alarm signaling that DO output asserted during a run. Will not flag if decelerating, in stop sequence, or releveling.
REMEDIES	Verifying wiring to door operator and check car door data for correct signal.

632 – IN_DEST_DZ_DURING RUN	IN DEST DOOR ZONE DURING RUN
DESCRIPTION	Debugging alarm signaling that the flag preventing DO is being lost during a run. Will not flag if decelerating, in stop sequence, or releveling.
REMEDIES	Verifying wiring to door operator and check car door data for correct signal.