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# INSTRUCTIONS TO VIEW
AND SET FLTF

CAR CONTROLLER MANUAL - SECTION 5
HUMAN INTERFACE

5.3   SYSTEM MODE (EOD)

The System Mode provides a level of security (if programmed) so that an unauthorized person cannot modify or change the system parameters either intentionally or by mistake. To enter the System Mode, set the switches as shown.

F7 switch is ON (up)   Set A1 - A8 to Password value
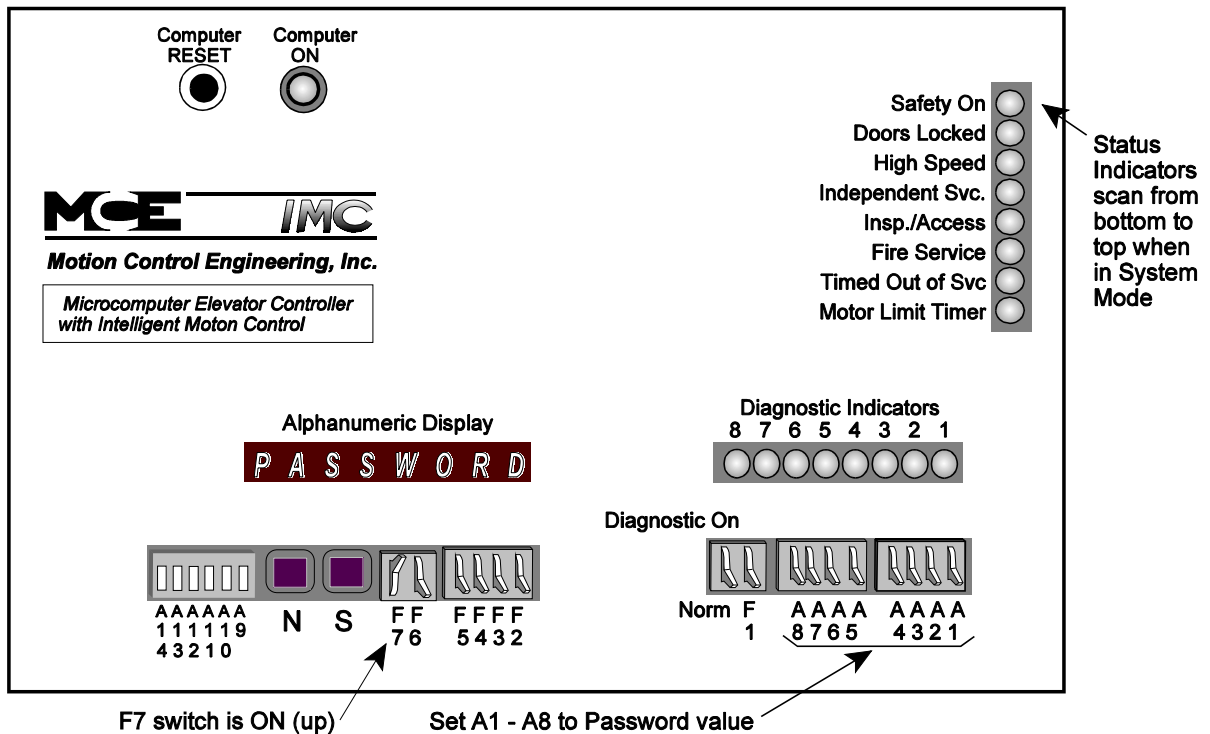
With the F7 switch in the ON position, the alphanumeric display shows **PASSWORD**. Set the A1 - A8 switches to the password value. If no password has been programmed for this job (which is normally the case), set A1 - A8 to OFF (down).
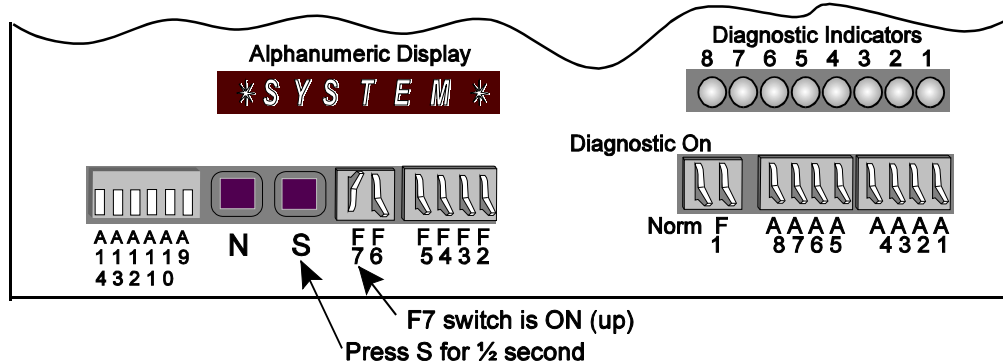
Press the **S** pushbutton for ½ second. The alphanumeric display changes to **SYSTEM**. While in System Mode, the group of eight vertical status LEDs scan from bottom to top indicating that System Mode is active. If no function switch is moved or pushbutton is pressed for a period of two minutes, the computer will automatically exit from System Mode and go into the Normal

Mode of operation. Placing the F7 switch in the OFF (down) position also causes the EOD to exit the System Mode.

In System Mode, the Function Keys are used to access and set the following system parameters:

- • F1 - Communication Port Settings (see Section 5.3.1)
- • F2 - Internal use only
- • F3 - Security Codes (see Section 5.3.2)
- • F4 - Hoistway Learn Operation (see Section 5.3.3)
- • F5 - MSK: Master Software Key (Simplex only) (see Section 5.3.4)
- • F6 - Software Options - adjustable control variables (see Section 5.3.5)
- • F7 - Turns System Mode ON and OFF
- • Diagnostic On/Norm - Load Weigher Learn Operation (see Section 5.3.6)

5.3.5 SETTING THE SOFTWARE OPTIONS - ADJUSTABLE CONTROL VARIABLES

Table 5.9 provides a listing of the software options - adjustable control variables. Not all of the options are available on all controllers. To view or set the adjustable control variables, log into System Mode as described at the beginning of Section 5.3 and place the F6 switch in the ON (up) position.

The first available variable will be shown on the display. Press the **S** pushbutton to change the setting. Press the **N** pushbutton to scroll to the next available variable. Table 5.9 lists the variables in alphabetic order, not in the order in which they are displayed on the controller.

TABLE 5.9   Software Options

VARIABLE	NAME	DEFINITION
AFR	*Alternate Fire Floor Recall*	Determines the designated recall floor for alternate Fire Service Operation.
AFR2	*Second Alternate Fire Floor Recall*	Determines the designated recall floor for the second alternate Fire Service operation (Detroit Fire code).
AGNG	*Alternate Gong Option*	Causes an arrival lantern to be illuminated whenever the car's doors are open at a non-lobby landing. In the absence of actual call demand, the direction selected is a reflection of the car's last direction of travel. If the car is located at a terminal landing, the appropriate lantern will be illuminated.
APP1	*Alternate Primary (lower) Parking Floor*	When ON, the car will no longer park at the original parking floor (PPF). Instead the car will park at the first alternate parking floor specified by the landing stored in this variable.
APP2	*Alternate Primary (lower) Parking Floor #2*	When ON, the car will no longer park at the original parking floor (PPF). Instead the car will park at the second alternate parking floor specified by the landing stored in this variable.
CCBC	*Cancel Car Call Behind Car Option*	If ON, and if the car has a direction arrow (SUA/SDA), no car calls can be registered behind the car's current position. For example, if a car is at the fifth floor, moving down, then no car calls can be registered for any floors above the fifth floor.
CSAR	*CSA Redundancy Check Option*	When ON, CSA redundancy checking logic is invoked. When OFF, the LSR, CNP and UDF inputs are ignored, and CSA redundancy checking logic is not performed.
DDOP	*Double Ding on Down Option*	When ON, the gong output dings twice for down direction travel and once for up direction travel. If OFF, the gong output will only ding once for both up and down direction of travel.
DDPO	*Door Lock Direction Preference Option*	Causes the car to hold its direction preference until the doors are closed. When OFF, the car will be allowed to change direction preference with the doors open (when the hall call door time elapses).
DGNG	*Door Lock Gong Option*	Determines when the arrival gong outputs are activated. The arrival gong outputs are activated after the doors begin to open. When OFF, the arrival gong outputs are activated when the car steps into the floor. This option should be OFF when hall mounted arrival fixtures are used and turned ON when car-riding arrival fixtures are used.
FTLF	*Failure to Leave the Floor*	The value set in this option determines the maximum number of times H (High speed) may *pick* consecutively at the same landing before the car is shutdown with an MLT fault. Set this option to OFF to disable the shutdown due to this fault.

TABLE 5.9   Software Options

VARIABLE	NAME	DEFINITION
HNDZ	*Initiate high speed run while releveling (high speed while not in "dead zone")*	This option is only available on those controllers which have been designed with a "rope stretch relevel" relay (RSR), which actively manipulates the "dead zone" perceived by the controller. Enabling this option will allow the controller to initiate a run while the car is still in the "releveling zone" (it will not have to relevel to "dead zone" before initiating a high speed run). The run is initiated only if the doors are locked and a car call has been registered.
HREO	*Reopen doors with hall button*	If enabled, this option will allow the activation of a hall call button to cause a car's doors to reopen (if in the process of closing). If the option is turned OFF, the doors will not reopen if the doors are closing and a car call has been registered for that car.
KCE	*Keyboard Control of Elevators*	MCE's Elevator Central Monitoring System software, CMS for Windows, allows monitoring of elevators and control of certain elevator functions using a PC. The CMS option, KCE can be enabled or disabled at the local car or group level by turning the controller's Adjustable Control Variable (KCE) ON or OFF. Changing the KCE setting in the individual car's controller affects only that car. Changing the KCE setting in the Group controller affects all of the cars in that group. Consult the CMS for Windows manual for additional information.
LBBY	*Lobby Floor*	Determines the location of the lobby floor for a simplex car and for a local car (part of a group system) when the car is operating independently of the Group Supervisor (i.e., Fire Service) or if there is a loss of communication with the Group Supervisor.
LGNG	*Lobby Alternate Gong Option*	Causes an arrival lantern to be illuminated whenever the car's doors are open at the lobby landing. In the absence of actual call demand, the up direction lantern will be illuminated.
LLCC	*Light Load Call Cancel*	When the light load input (LLI) is ON, this variable sets the threshold above which an additional car call will cause all previous calls to be canceled with the exception of the last call entered in the system.
MFR	*Main Fire Floor Recall*	Determines the designated recall floor for main Fire Service operation.
MSAF	*Mechanical Safety Edge*	Determines if the car has a Mechanical Safety Edge. This option must be turned ON if the car has Mechanical Safety Edge, otherwise it should be OFF, as when an infrared detector is used.
NPRE	*No Pre-opening Option*	When ON, prevents pre-opening of the doors on an approach to any landing. When OFF, the doors will start to open as soon as the car is 3" (76 mm) from level at the target floor.
PECC	*Anti-nuisance Call Cancel*	Sets the threshold for the number of car call stops without an interruption of the photo eye. If no photo eye interruption is detected when the car answers the fourth car call, the controller will cancel any additional car calls registered in the system. This function is normally referred to as anti-nuisance.
PHEP	*Photo Eye Protection*	When this variable is set to ON, it will prevent the photo eye from ever being bypassed except on Fire Service. When set to OFF, this option will enable the stuck photo eye protection logic and the photo eye will be bypassed after the car times out of service. This option must be turned ON for all jobs that use the PHE input for the door hold key switch.
PPF	*Primary (lower) Parking Floor*	Determines where the car will park in the absence of call demand. In group systems, this variable only takes affect when the car is operating independently of the group supervisor or if there is a loss of communication with the Group Supervisor.
RCCD	*Reversal CCD Option*	When ON, all registered car calls are canceled when the car reverses direction.