

**Revision 1.4**



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# Overview

The controller will be able to store a total of 255 faults and alarms.

To access the fault/alarm menu, press MAIN MENU → FAULTS:

- The fault menu will have the following submenus: ACTIVE, LOGGED, and CLEAR LOG.

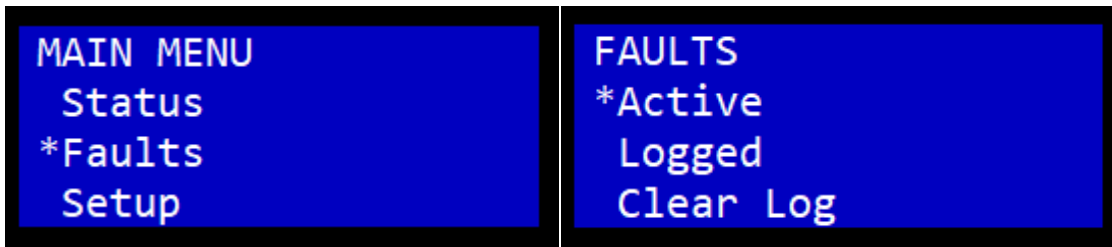


Figure 1: Fault Menu



*For the faults/alarms to log correctly, set the time and date inside the controller. To do this, go to MAIN MENU → SETUP → REAL TIME CLOCK, and make sure all settings are set.*

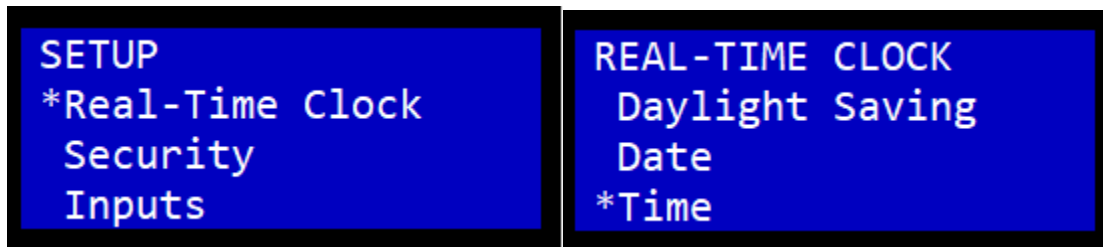


Figure 2: Real Time Clock Menu

Each fault/alarm that is logged will display detailed information about the fault and when it was logged. To view the detail of each fault, go to the logged fault menu, find the desired fault with the asterisk, and press the middle button.

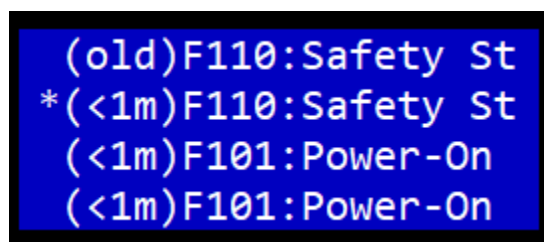


Figure 3: Stored log faults



*Faults stored in the logged fault menu are shown in most recent faults/alarms to oldest faults/alarms (bottom being most recent). Detailed information can only be viewed from within the logged fault menu.*

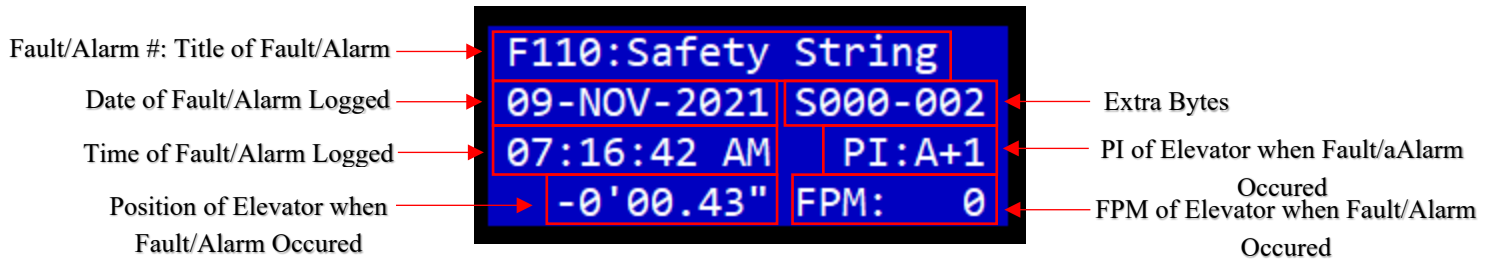


Figure 4: Detail Information Regarding a Logged Fault

Some faults will display extra bytes that will provide more detailed information. Faults that display extra bytes will be explained in detail within this document.

# Table Of Contents

|                                          |    |
|------------------------------------------|----|
| <b>FAULTS</b> .....                      | 9  |
| F101 - POWER ON .....                    | 10 |
| F102 – CAR DOORS.....                    | 10 |
| F103 – HALL DOORS .....                  | 11 |
| F104 – STUCK INSP. BTN .....             | 12 |
| F105 – CAR BYPASS SW .....               | 12 |
| F106 – HALL BYPASS SW .....              | 13 |
| F107 – DIR. LIMITS BYP .....             | 13 |
| F108 – CPU STOP SWITCH.....              | 14 |
| F109 – CAN’T RUN UP .....                | 14 |
| F110 – SAFETY STRING .....               | 15 |
| F111 – SOFT STARTER .....                | 16 |
| F112 – FAULT CONTACTOR .....             | 16 |
| F113 – COMM FROM SAF-M.....              | 17 |
| F114 – RELEVEL FAULT .....               | 17 |
| F115 – TOO MANY STARTS .....             | 17 |
| F116 – TSRD OVERSPEED / SLOW SPEED ..... | 18 |
| F117 – CN NETWORK .....                  | 18 |
| F118 – GSW CONTACT .....                 | 19 |
| F119 – LOCK CONTACT.....                 | 19 |
| F120 – SAFETY RELAY .....                | 20 |
| F121 – FLOOD SENSOR.....                 | 20 |
| F122 – OVERLOADED .....                  | 20 |
| F123 – LOW PRESSURE .....                | 20 |
| F124 – HOISTWAY SWITCH .....             | 21 |
| F125 – M CONTACTOR.....                  | 21 |
| F126 – PROGRAM MODE .....                | 21 |
| F127 – LANDING SYSTEM.....               | 22 |
| F128 – SPEED DEVIATION .....             | 22 |
| F129 – EMERGENCY POWER .....             | 22 |
| F130 – FIRE2 DISABLED .....              | 23 |
| F131 – PASSCODE.....                     | 23 |

|                                              |    |
|----------------------------------------------|----|
| F132 – PHE TEST FAILED.....                  | 23 |
| F133 – VALVE OUTPUT.....                     | 24 |
| F134 – B CONTACTOR .....                     | 24 |
| F135 – UNINTENDED MOV.....                   | 24 |
| F136 – SAFETY MONITOR.....                   | 25 |
| F137 – INVALID PARAM .....                   | 25 |
| F138 – DRIVE .....                           | 26 |
| F139 – OVERSPEED.....                        | 26 |
| F140 – IC-STOP SWITCH .....                  | 26 |
| F141 – ETS OVERSPEED .....                   | 27 |
| F142 – SET ETS .....                         | 27 |
| F143 – E-BRAKE .....                         | 27 |
| F144 – COUNTERWEIGHT .....                   | 28 |
| F146 – DRIVE NOT READY / TRACTION LOSS ..... | 28 |
| F147 – BRAKE PICK SW.....                    | 28 |
| F148 – LOW BATTERY.....                      | 29 |
| F149 – LOCK W/O CLOSED .....                 | 29 |
| F150 – CHECK KIB JUMPER.....                 | 29 |
| F151 – NTS .....                             | 29 |
| F152 – RESET:WATCHDOG.....                   | 30 |
| F153 – RESET:SOFTWARE.....                   | 30 |
| F154 – RESET:CPU PIN.....                    | 30 |
| F155 – LOSS OF 120P .....                    | 31 |
| F156 – DBR FAILURE.....                      | 31 |
| F157 – OUT OF SERVICE .....                  | 31 |
| F158 – BATTERY RESCUE.....                   | 32 |
| F159 – BIS SIMULATION.....                   | 32 |
| F160 – DZ INPUT .....                        | 33 |
| F161 – TED .....                             | 33 |
| F162 – COLLAP. RAILING .....                 | 33 |
| F163 – MAX ROPE BENDS .....                  | 34 |
| F164 – SLACK ROPE .....                      | 34 |
| F165 – SAFETY INPUT .....                    | 35 |
| F166 – PREFLIGHT .....                       | 36 |
| F167 – CPLD .....                            | 36 |
| F168 – SFS RELAY .....                       | 37 |

|                               |    |
|-------------------------------|----|
| F169 – SFH RELAY.....         | 37 |
| A201 – AT DIR. LIMIT.....     | 39 |
| A202 – STUCK INSP. BTN.....   | 39 |
| A203 – CHECK CAR DOORS .....  | 40 |
| A204 – HALL DOORS.....        | 40 |
| A205 – IC-STOP SWITCH.....    | 40 |
| A206 – FLOOR LEVELS .....     | 41 |
| A207 – FAULT CLEAR BTN .....  | 41 |
| A208 – DOOR OPEN FAIL.....    | 41 |
| A209 – DOOR CLOSE FAIL.....   | 42 |
| A210 – SAVED DATA.....        | 42 |
| A211 – RELEVELING.....        | 42 |
| A212 – MLT .....              | 43 |
| A213 – CAN’T RUN UP.....      | 43 |
| A214 – LOW OIL .....          | 43 |
| A215 – OVERHEAT.....          | 43 |
| A216 – BATTERY POWER.....     | 44 |
| A217 – LOW PRESSURE .....     | 44 |
| A218 – DOORS DISABLED .....   | 44 |
| A220 – FLOOD SENSOR .....     | 45 |
| A221 – FULLY LOADED .....     | 45 |
| A222 – FIRE SERVICE .....     | 45 |
| A223 – CAR TO LOBBY.....      | 46 |
| A224 – VISCOSITY.....         | 46 |
| A225 – JACK RESYNC.....       | 46 |
| A226 – M CONTACTOR.....       | 46 |
| A227 – FIRE STOP SWITCH ..... | 47 |
| A228 – NTS.....               | 47 |
| A229 – UI DIP CONFIG.....     | 47 |
| A230 – MEDICAL SERVICE .....  | 47 |
| A231 – EMERGENCY POWER .....  | 48 |
| A232 – FIRE DISABLED.....     | 48 |
| A233 – GSW CONTACT.....       | 48 |
| A234 – LOCK CONTACT .....     | 49 |
| A235 – DOOR STOP SW.....      | 49 |
| A236 – GOVERNOR .....         | 49 |

|                                |    |
|--------------------------------|----|
| A237 – SEISMIC .....           | 50 |
| A238 – EQ RESET PRESS .....    | 50 |
| A239 – TL RESET PRESS .....    | 50 |
| A240 – BRAKE PICK SW. ....     | 51 |
| A241 – PARAM SYNC.....         | 51 |
| A242 – LOW BATTERY .....       | 51 |
| A243 – NTS PARAMETERS .....    | 52 |
| A244 – VALVE MONITOR.....      | 52 |
| A245 – ETS PARAMETERS.....     | 52 |
| A246 – DISABLE RELEVEL .....   | 53 |
| A247 – ENABLE RELEVEL .....    | 53 |
| A248 – OUT OF SERVICE.....     | 53 |
| A249 – REGEN FAULTED.....      | 53 |
| A250 – CAPTURE CAR.....        | 54 |
| A251 – PATIENT SECURITY .....  | 54 |
| A252 – EMERGENCY DISPATCH..... | 54 |
| A253 – DBR FAILURE .....       | 55 |
| A254 – LANDING SYSTEM .....    | 55 |
| A255 – PERIODIC RUN.....       | 55 |
| A256 – NUDGING .....           | 55 |
| A257 – DZ INPUT.....           | 56 |
| A258 – EP PRETRANSFER .....    | 56 |
| A260 – VALVE FAULT.....        | 56 |
| A261 – CHNG ROPES SOON .....   | 57 |
| A262 – BOARD OFFLINE .....     | 57 |





# FAULTS

## F101 - POWER ON

### Description:

Fault is logged after the safety board has lost 24VDC power on the terminal plug.

Fault is logged after the safety board reset button has been pressed.

### Remedies:

- If the main line breaker was turned off and back on, the fault is normal.
- If the controller breakers were turned off and back on, the fault is normal.
- If the reset button was pressed on the safety board, the fault is normal.
- Verify there is a constant 24VDC on the safety board power plug and the LED is ON. (The location of this power plug is on the top left side of the safety board)



## F102 – CAR DOORS

### Description:

When at a landing:

Fault is logged after attempting to close the front/rear car doors 5 times. (Each of the 5 times it attempts to close, it will throw an alarm)

Or

Fault is logged after attempting to open the front/rear car doors 5 times. (Each of the 5 times it attempts to close, it will throw an alarm)

When between floors:

The Fault is logged after one attempt at closing.

While the car is in motion:

The Fault is logged after losing the gate switch input.

### Remedies:

- Make sure the car doors do not have anything binding them from fully opening and closing.
- Automatic Car Doors: when the doors are fully opened, make sure the car door data displays the DOL signal only. When the doors are fully closed, make sure the car door displays GSW, DCL, and DPM (if applicable).
- Manual Car Doors: when the doors are fully open, make sure the car door data displays the DOL signal only. When the doors are fully closed, make sure the car door data displays GSW and DPM (if applicable).
  - Extra bytes: **M000-040** – Front door failed to open during Fire 1 Recall.
  - Extra bytes: **M001-040** – Rear door failed to open during Fire 1 Recall.
  - Extra bytes: **M000-041** – Front door failed to close during Independent Service.
  - Extra bytes: **M001-041** – Rear door failed to close during Independent Service.
  - Extra bytes: **M000-042** – Front door failed to open during Independent Service.
  - Extra bytes: **M001-042** – Rear door failed to open during Independent Service.
  - Extra bytes: **M000-043** – Front door failed to open during Normal Operation.
  - Extra bytes: **M001-043** – Rear door failed to open during Normal Operation.
  - Extra bytes: **M000-044** – Front door failed to close during Normal Operation.
  - Extra bytes: **M001-044** – Rear door failed to close during Normal Operation.

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"> <li>- Extra bytes: <b>M000-061</b> – Front door failed to nudge close during Fire 1 Recall.</li> <li>- Extra bytes: <b>M001-061</b> – Rear door failed to nudge close during Fire 1 Recall.</li> <li>- Extra bytes: <b>M000-061</b> – Front door failed to nudge close during Normal Operation.</li> <li>- Extra bytes: <b>M001-061</b> – Rear door failed to nudge close during Normal Operation.</li> <li>- Extra bytes: <b>S001-000</b> – Gate switch opened while car was in motion on Normal Operation or CT Inspection.</li> <li>- Extra bytes: <b>S002-000</b> – Gate switch opened while car was in motion on IC Inspection.</li> <li>- Extra bytes: <b>S003-000</b> – Gate switch opened while car was in motion on HA Inspection.</li> <li>- Extra bytes: <b>S004-000</b> – Gate switch opened while car was in motion on MR Inspection.</li> </ul> |
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## F103 – HALL DOORS

|                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Description:</b></p> <p>Fault is logged when there is a demand to run and the controller has detected a hall lock has failed to close after all gate switches are closed within a certain amount of time.</p> <p>Note: The time is specified by the menu setting, LOCK ENGAGE TIME.</p> | <p><b>Remedies:</b></p> <ul style="list-style-type: none"> <li>• Make sure the hall contacts are clean and making up when fully closed.</li> <li>• Automatic hall doors: when all hall doors are fully closed, make sure the hall door data displays LOCKB, LOCKF, LOCK R(if applicable) and LOCKT.</li> <li>• Swing hall doors: when all hall doors are fully closed, make sure the hall door data displays CLSDB, CLSDM, and CLSDT.</li> <li>• If more time is needed for the hall doors to close after the gate switches have closed, increase the LOCK ENGAGE TIME by going to MAIN MENU → SETUP → DOOR SETUP → COMMON → LOCK ENGAGE TIME.</li> <li>- Extra bytes: <b>M002-001</b> – Hall lock failed to close after the gate switches are closed on Normal Operation.</li> <li>- Extra bytes: <b>M002-002</b> – Hall lock failed to close after the gate switches are closed on Independent Service.</li> <li>- Extra bytes: <b>M002-003</b> – Car moved more than the lock clip distance with a front hall lock open.</li> <li>- Extra bytes: <b>M002-004</b> – Car moved more than the lock clip distance with a rear hall lock open.</li> <li>- Extra bytes: <b>S001-000</b> – Attempting to run on CT Inspection with an open lock.</li> <li>- Extra bytes: <b>S002-000</b> – Attempting to run on IC Inspection with an open lock.</li> <li>- Extra bytes: <b>S003-000</b> – Attempting to run on HA Inspection with an open lock other than the one at the access floor.</li> <li>- Extra bytes: <b>S004-000</b> – Attempting to run on MR Inspection with an open lock.</li> </ul> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## F104 – STUCK INSP. BTN

### Description:

When on inspection mode, the controller has detected the up and down command both being initiated at the same time.

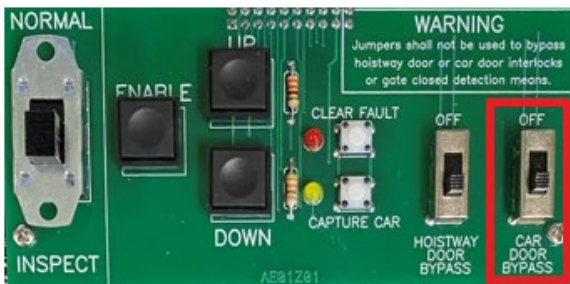
### Remedies:

- Verify that both buttons are not being pressed at the same time.
- Verify there is not a stuck UP/DOWN inspection command signal.
  - Extra bytes: **S001-000** – Input CTUP and CTDN on the safety board is coming on at the same time on CT Inspection.
  - Extra bytes: **S002-000** – Input IC Inspection UP and IC Inspection DOWN on the COP UI Board is coming on at the same time on IC Inspection.
  - Extra bytes: **S003-000** – Input HABUP and HABDN is coming on at the same time or HATUP and HATDN on the safety board is coming on at the same time on HA Inspection.
  - Extra bytes: **S004-000** – Button for MR Inspection UP and MR Inspection DOWN on the inspection board is coming on at the same time on MR Inspection. Replace inspection board, if issue continues after, replace safety board.

## F105 – CAR BYPASS SW.

### Description:

Car door bypass switch located on the safety board is in the ON position when not on CT inspection mode or IC (In-car) inspection mode.



### Remedies:

- Turn off the car door bypass switch on the safety board if not on CT inspection or IC inspection mode.
- Verify the controller is on CT inspection or IC inspection mode if using the bypass switch.
  - Extra bytes: **S003-000** – The car door bypass switch is in the ON position on the inspection board while on HA inspection.
  - Extra bytes: **S004-000** – The car door bypass switch is in the ON position on the inspection board while on MR inspection.
  - Extra bytes: **S050-000** – The car door bypass switch is in the ON position on the inspection board while on Normal Operation.

## F106 – HALL BYPASS SW

### Description:

Hall door bypass switch located on the safety board is in the ON position when not on CT inspection mode or IC (In-car) inspection mode.



### Remedies:

- Turn off the hall door bypass switch on the safety board if not on CT inspection or IC inspection mode.
- Verify the controller is on CT inspection or IC inspection mode if using the bypass switch.
  - Extra bytes: **S003-000** – The hall door bypass switch is in the ON position on the inspection board while on HA inspection.
  - Extra bytes: **S004-000** – The hall door bypass switch is in the ON position on the inspection board while on MR inspection.
  - Extra bytes: **S050-000** – The hall door bypass switch is in the ON position on the inspection board while on Normal Operation.

## F107 – DIR. LIMITS BYP

### Description:

Directional limit bypass in the controller is set to TRUE when not on inspection mode.

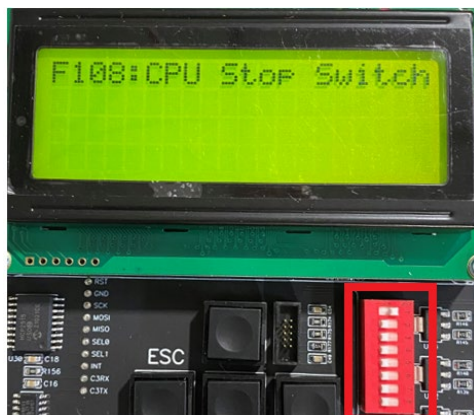
### Remedies:

- Put the elevator on inspection mode if directional limit is being bypassed.
- Turn off the directional limit bypass by going to MAIN MENU → SETUP → INSPECTION/ACCESS → BYPASS DIRECTIONALS and set it to FALSE, save it when not on inspection mode.

## F108 – CPU STOP SWITCH

### Description:

Dip switch #1 on one of the UI Boards is in the ON position. This prevents the elevator from running.



### Remedies:

- Verify that dip switch #1 on all UI Board(s) is set to the OFF position.
  - Extra bytes: **M000-000** – Dip switch #1 on the MR UI Board is set to ON.
  - Extra bytes: **M001-000** – Dip switch #1 on the CT UI Board is set to ON.
  - Extra bytes: **M002-000** – Dip switch #1 on the COP UI Board is set to ON.

## F109 – CAN'T RUN UP

### Description:

This fault occurs after the car has completed a recall to the bottom landing following an event such as low oil, motor overheat, MLT, or other condition where it is no longer allowed to run the pump motor.

### Remedies:

- Check in the logged faults for the alarm or fault that is simultaneously logged with this alarm and refer to the troubleshooting fault/alarm.
- If this alarm is the only active alarm, then the solution is to press the “Clear Fault” button located on the MR inspection board.

# F110 – SAFETY STRING

## Description:

One of the safety devices (located in the machine room, car-top, or hoistway) that is connected to the terminal SSH-R, SSM-R, or SSC-R is in the open state.

## Remedies:

- Verify all LED for the safety devices are ON. If any of them are low, verify the safety device(s) that is connected to that terminal block is in the closed state. Refer to the job schematic to find out what safety devices are connected to the SSH-R, SSM-R, and SSC-R terminal block.



- Verify that the SFH and SFS relays are picked by verifying the LEDs are ON below the relays on the safety board.



- Extra bytes: **S000-000** – Hoistway Safety string is open while on Normal Operation.
- Extra bytes: **S001-000** – Hoistway Safety string is open while on CT Inspection.
- Extra bytes: **S002-000** – Hoistway Safety string is open while on IC Inspection.
- Extra bytes: **S003-000** – Hoistway Safety string is open while on HA Inspection.
- Extra bytes: **S004-000** – Hoistway Safety string is open while on MR Inspection.
- Extra bytes: **S000-001** – MR Safety string is open while on Normal Operation.
- Extra bytes: **S001-001** – MR Safety string is open while on CT Inspection.
- Extra bytes: **S002-001** – MR Safety string is open while on IC Inspection.
- Extra bytes: **S003-001** – MR Safety string is open while on HA Inspection.
- Extra bytes: **S004-001** – MR Safety string is open while on MR Inspection.
- Extra bytes: **S000-002** – CT Safety string is open while on Normal Operation.
- Extra bytes: **S001-002** – CT Safety string is open while on CT Inspection.
- Extra bytes: **S002-002** – CT Safety string is open while on IC Inspection.
- Extra bytes: **S003-002** – CT Safety string is open while on HA Inspection.
- Extra bytes: **S004-002** – CT Safety string is open while on MR Inspection.

## F111 – SOFT STARTER

### Description:

The READY LED on the left side of the safety board is low (not getting 24VDC) when trying to run up due to:

The softstarter is in the faulted state.

The softstarter is not powered ON.

### Remedies:



The READY LED on the safety board should be always ON, except when the controller is just powered on. When the controller gets its first command after a power on, the READY LED should stay ON.

- Verify the fault on the softstarter and refer to the softstarter manual for troubleshooting.

If the softstarter is not powered on:

#### Siemens softstarter

- Measure voltage across terminals 1 and 3 of the softstarter and verify there is 120VAC.

#### S&S softstarter

- Measure voltage across terminals A1 and A2 of the softstarter and verify there is 120VAC.

## F112 – FAULT CONTACTOR

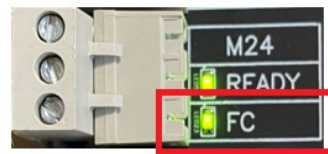
### Description:

The FC LED on the left side of the safety board is low (not getting 24VDC) when trying to run up due to:

The fault contactor is not picked.

The auxiliary contactor connected to the fault contactor is not closed. (Terminal 13 of the auxiliary contact)

### Remedies:



The FC LED on the safety board should be ON when the controller is not faulted.

- Verify terminal SOUT LED is ON (getting 120VAC) on the safety board.
- Verify there is 24VDC on terminal 13 to REF and 14 to REF on the fault contactor.
- Verify the fault contactor and aux contactor are working correctly.
  - Extra bytes: **S000-000** - contactor opened during the run
  - Extra bytes: **S000-001** - contactor failed to open at the end of the run
  - Extra bytes: **S000-002** - contactor failed to close at the start of the run



## F113 – COMM FROM SAF-M

**Description:**

The safety processor of the safety board has not received critical communication from the main processor for at least 2.0 seconds.

**Remedies:**

Contact Alpha Elevator Control.

## F114 – RELEVEL FAULT

**Description:**

The elevator is positioned out of the dead zone and a releveling operation has been initiated with the high-speed valve output activated.

**Remedies:**

Verify elevator is not overshooting or undershooting the floor.

## F115 – TOO MANY STARTS

**Description:**

The controller is factory set to fault if the motor starts more than 5 times in a 1-minute period or more than 80 times in a 1-hour period.

**Remedies:**

The fault will eventually clear on its own once a sufficient amount of time has passed. If the job requires more than then default values of allowed starts, contact Alpha Elevator Control.

## F116 – TSRD OVERSPEED / SLOW SPEED

### Description:

#### Hydro (TSRD Overspeed):

The controller has crossed over the TSRD (Terminal Speed-Reducing Device) mechanical/virtual hoistway switch with power still detected on the UVH (Up High Valve) output.

This may indicate a serious problem since both the UNTS and TSRD switches have failed to cut power to the high-speed valve.

Controller is also detecting for the mechanically stuck valve. If the car speed is still 90% or higher of the contract speed as it crosses the TSRD switch, it will fault out with a TSRD Overspeed.

#### Traction (Slow Speed):

The elevator has been running less than 15 FPM for 15 seconds while on normal operation.

### Remedies:

#### Hydro:

- Verify the UNTS switch is opening when the car engages it.
- Verify that the TSRD mechanical switch (if applicable) is mounted above the UNTS switch in the hoistway, so that the UNTS opens prior to the TSRD as the car approaches the top landing.
- If using virtual TSRD switch, verify the TSRD virtual setting is placed correctly according to the manual. Decrease the TSRD virtual switch if needed.
- Check for a wiring problem where power is being supplied to the UVH output from an external source. This could include a wire strand shorting the UVL and UVH terminals.
- Make sure transition valve is adjusted from high speed to level speed faster
- Increase slowdown distance going up by going to MAIN MENU→SETUP→SLOWDOWN AND STOPS→SLOW DISTANCE→WHEN GOING UP.
- Replace the Safety Board if no other problem can be found.

#### Traction:

- Verify the wire for NTS from the KIB Board to the drive is not loose.
- Verify if the KIB Board/Sensor head is faulted (flashing red).
- Verify the tape is clean and not kinked. Wipe down the tape with a damp cloth from top to bottom.
- Verify that there is no vibration on the tape.

## F117 – CN NETWORK

### Description:

The main processor of the safety board has not received data from one of the components that is connected to the CAN port/terminals.

### Remedies:

- If the MR UI Board is not displaying anything on the LCD screen, verify the CAT 5 connection from the safety board to the UI Board is good.
- Verify the shielded cable connected from the CN+ and CN- terminal block on the MR and CT din rail is connected to the CN1H and CN1L terminal on the respective UI Board.
- Verify the traveler wire connected from CN+ and CN- terminal on the MR din rail is connected to the CN+ and CN- terminal on the CT din rail.

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>Hydro and Traction</p> <ul style="list-style-type: none"> <li>- Extra bytes: <b>M001-000</b> – Safe CPU not sending data. Replace CAT 5 from MR to Safety Board. If that does not resolve it, replace Safety Board.</li> <li>- Extra bytes: <b>M001-041</b> – CT-UI not sending data. Check dip switch settings on CT and termination jumpers. Check CT UI Board to COP UI Board CAT 5 connection is in the CN1 Port.</li> </ul> <p>Traction Only</p> <ul style="list-style-type: none"> <li>- Extra bytes: <b>M001-116</b> – Kubler not sending data. Verify the tape is installed correctly. Verify the KIB Board is powered on and MCU is flashing green. Verify the sensor head is green.</li> <li>- Extra bytes: <b>M001-153</b> – Main Brake board not sending data. Verify the dip switch on the B1 brake board is set correctly. Verify CAT 5 connection. Verify the MCU is flashing green.</li> <li>- Extra bytes: <b>M001-154</b> – Secondary Brake board not sending data. Verify the dip switch on the B2 brake board is set correctly. Verify CAT 5 connection. Verify the MCU is flashing green.</li> </ul> |
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| F118 – GSW CONTACT                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <p>Description:</p> <p>This fault indicates that the gate switch electric contact has failed or that a jumper has been detected on the gate switch. The fault occurs when the gate switch is closed, indicating that the car door is closed, but the state of the DPM or DCL door contacts indicate that the car door is open.</p> | <p>Remedies:</p> <ul style="list-style-type: none"> <li>• Automatic Car Doors: when the doors are fully opened, make sure the car door data displays the DOL signal only. When the doors are fully close, make sure the car door displays GSW, DCL, and DPM (if applicable).</li> <li>• Manual Car Doors: when the doors are fully opened, make sure the car door data displays the DOL signal only. When the doors are fully close, make sure the car door data displays GSW and DPM (if applicable).</li> <li>• To change the setting of when the failure of the GSW contact should happen, go to MAIN MENU → SETUP → DOOR SETUP → FRONT/REAR → GSW CONTACT FAILURE. (Default setting is set to be monitored with the DPM)</li> </ul> <p>Extra bytes: <b>M000-000</b> – the front car door gate switch is detected closed, while DCL or DPM is opened.<br/> Extra bytes: <b>M001-000</b> – the rear car door gate switch is detected closed, while DCL or DPM is opened.</p> |

| F119 – LOCK CONTACT                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Description:</p> <p>This fault indicates that the electric contact on one of the hall doors has failed or that a jumper has been detected on a hall door. The fault occurs when the gate switch is open, indicating that the car door is open, but the hall lock inputs are all powered, indicating that all the hall doors are locked.</p> | <p>Remedies:</p> <ul style="list-style-type: none"> <li>• Verify the GSW contact is clean and making up before the hall locks are making up. The door signals can be viewed on hall door data and car door data on the UI Board.</li> <li>• Verify the hall lock contact is clean and opening and closing correctly as it is crossing the CAM.</li> <li>• To change the setting of when the failure of the lock contact should happen, go to MAIN MENU → SETUP → DOOR SETUP → FRONT/REAR → LOCK CONTACT FAILURE . (Default setting is set to be monitored with the GSW)</li> </ul> |

## F120 – SAFETY RELAY

### Description:

The controller is commanding the SAF-S to open, but the auxiliary contact of the relay shows the relay is still closed.

The controller is commanding the SAF-S relay to close, but the auxiliary contact of the relay shows the relay is still open.

### Remedies:

- Pull the SFS relay out of the safety board and verify there are no bent pins.
- Swap the SFS relay with the SFH relay, if the issue is fix, replace relay. If the issue continues, replace the safety board.

## F121 – FLOOD SENSOR

### Description:

The flood sensor has opened and the elevator is traveling down below the flood floor. This will stop the elevator from traveling down, and the car will travel up to the flood safe floor.

### Remedies:

- Verify the flood sensor is working as intended.
- To change the flood-safe floor, go to MAIN MENU → SETUP → FIRE SETUP → FLOOD FLOOR.

## F122 – OVERLOADED

### Description:

The elevator is detecting an overloaded weight capacity sent from the load weigher with a door open. (This will prevent the doors from closing and the buzzer will sound)

### Remedies:

- Verify the elevator is not over the weight capacity.
- Verify the load weigher is calibrated correctly.
- Verify the overloaded input is operating correctly.

## F123 – LOW PRESSURE

### Description:

The low pressure input on the MR UI Board has been activated and has shut the elevator down.

### Remedies:

- Run the elevator up.
- Verify the low pressure contact is clean and functional.
- Verify the low pressure input on the MR UI Board is changing state as the contact is opening and closing.
- Press the “Clear Fault” button located on the MR inspection board to reset the alarm after the input has been deactivated.

## F124 – HOISTWAY SWITCH

### Description:

DNTS, UNTS, or TSRD input on the safety board are active ON when leveled at the terminal landings.

### Remedies:

- Verify that TSRD-R and UNTS-R inputs on the safety board are low when leveled at the top terminal landing. Fix the mechanical switches (if applicable) if not low.
- Verify that DNTS-R input on the safety board are low when leveled at the bottom terminal landing. Fix the mechanical switch (if applicable) if not low.
- If using virtual UNTS/DNTS switches, verify the UNTS/DNTS are learned on the KIB Board prior to running on normal operation.

## F125 – M CONTACTOR

### Description:

M Contactor is detected stuck closed.

### Remedies:

- Verify the M Contactor is open when there is no command to run.
- Verify the AUX contactor terminal 13 of the M contactor is measured open when the M contactor is opened. Replace AUX contact if defective.

## F126 – PROGRAM MODE

### Description:

Controller is in program mode to update software via Bluetooth.

### Remedies:

- To exit out of program mode, put elevator back on normal operation from inspection mode or cycle power to the controller.

## F127 – LANDING SYSTEM

### Description:

The sensor head is not communicating with the controller or the sensor head is faulting out.

### Remedies:

- Verify that the LED on top of the sensor head is ON and not flashing RED indicating a fault.
- Verify the connection of the sensor head to the CT UI Board is correct according to the job schematics.
- Verify that the Kubler Landing System is set correctly in the controller to communicate to CAN2 of the CT UI Board. To do this, go to MAIN MENU → SETUP → CAN & Serial Ports.
- Verify the KIB Board is not flashing a RED LED indicating a fault.

## F128 – SPEED DEVIATION

### Description:

Controller is commanding a speed, but the controller does not see any speed feedback.

Loss of communication to the Kubler Landing System Sensor.

### Remedies:

- Verify that the LED on top of the sensor head is ON.
- Verify the connection of the sensor head to the CT UI Board is correct according to the job schematics.
- Verify that the Kubler Landing System is set correctly in the controller to communicate to CAN2 of the CT UI Board. To do this, go to MAIN MENU → SETUP → CAN & Serial Ports.

## F129 – EMERGENCY POWER

### Description:

Controller is on emergency power and the elevator attempts to run while not being selected to run.

### Remedies:

- If attempting to run the elevator on emergency power while on any modes of operation make sure the elevator is selected to run with the emergency power selected key switch. (Make sure the input for the selected car is active)

## F130 – FIRE2 DISABLED

### Description:

This fault only affects DETROIT fire safety code. The elevator is on fire phase 2 and than a hoistway smoke or machine room smoke is activated, calls will not be able to latch. (Indication is that the fire hat will start flashing while on fire phase 2)

### Remedies:

- If not using DETROIT fire safety code, set the fire safety code to the correct configuration the elevator needs to be set to. To do this, go to MAIN MENU → SETUP → FIRE SETUP → SAFETY CODE, and set it to the configuration required.
- If using DETROIT fire safety code, reset the smoke sensor that is activated, than reset the lobby fire key switch.

## F131 – PASSCODE

### Description:

Passcode required to run on normal operation. Passcodes are only required on special jobs.

### Remedies:

- Log into your customer portal account and put in the passcode in the menu section MAIN MENU → SETUP → OTHER OPTIONS → PASSCODE, PASSCODE B.
- Contact Alpha Elevator Control Technical Support.

## F132 – PHE TEST FAILED

### Description:

During a photo eye test for PEELLE freight doors, the inputs for PHE and PHE2 did not go low within 3 seconds after initiating a door close signal.

### Remedies:

- Verify that the PHE and PHE2 inputs are going low when the doors are closing.
- Verify that the PHE and PHE2 are not being obstructed.

## F133 – VALVE OUTPUT

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| <p><b>Description:</b></p> <p>Voltage is detected on UVH (Up Valve High) or DVH (Down Valve High) output when the controller is commanding leveling speed or stop.</p> | <p><b>Remedies:</b></p> <ul style="list-style-type: none"> <li>• Reseat valve board.</li> <li>• Check wiring to UVH and DVH.</li> <li>• Replace Valve Board</li> </ul> <p>Extra bytes: <b>S000-000</b> – 120 Voltage is detected on UVH output<br/>         Extra bytes: <b>S001-000</b> – 120 Voltage is detected on DVH output<br/>         Extra bytes: <b>S002-000</b> – 120 Voltage is detected on UVH output and DVH output</p> |
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## F134 – B CONTACTOR

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| <p><b>Description:</b></p> <p>B1 or B2 contactor failed to open or close while idle or during run.</p> | <p><b>Remedies:</b></p> <ul style="list-style-type: none"> <li>• Verify that when the B1 contactor is picked, that the B1-M input on the safety board is low. Verify that when the B1 contactor is not picked, that the B1-M input on the safety board is high.</li> <li>• Verify that when the B2 contactor is picked, that the B2-M input on the safety board is low. Verify that when the B2 contactor is not picked, that the B2-M input on the safety board is high.</li> </ul> <p>Extra bytes: <b>S001-000</b> – B1 contactor failed to closed<br/>         Extra bytes: <b>S001-002</b> – B1 contactor failed to open during run</p> <p>Extra bytes: <b>S002-000</b> – B2 contactor failed to closed<br/>         Extra bytes: <b>S001-002</b> – B2 contactor failed to open during run</p> |
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## F135 – UNINTENDED MOV.

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| <p><b>Description:</b></p> <p><b>Hydro:</b><br/>         The controller will fault if movement faster than 2 feet per minute is detected for more than 2.5 seconds at a time when the controller is commanding stop. This test is done in both Automatic and Inspection modes.</p> <p><b>Traction:</b><br/>         Unintended Movement has been detected by the controller. The elevator has traveled 6 inches without a command from the controller.</p> | <p><b>Remedies:</b></p> <p><b>Hydro:</b></p> <ul style="list-style-type: none"> <li>• Verify that the valves are not stuck.</li> <li>• Can disable this parameter under MAIN MENU → SETUP → HYDRAULIC OPTIONS → MON. UNINTENDED MOV and set it to FALSE.</li> </ul> <p><b>Traction:</b></p> <ul style="list-style-type: none"> <li>• Verify that the brake(s) are working and holding the elevator.</li> <li>• Verify that the elevator is seeing door zone when in door zone.</li> <li>• Verify that the car doors are opening and closing correctly and providing the correct signals to the controller.</li> </ul> |
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|  | Extra bytes: <b>S001-000</b> – Unintended movement was detected by the MR Safety board.<br>Extra bytes: <b>S002-000</b> – Unintended movement was detected by the KIB board (DZ signal) |
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| F136 – SAFETY MONITOR                                                |                                                                                                     |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| <b>Description:</b><br><br>Software detected an unhandled condition. | <b>Remedies:</b> <ul style="list-style-type: none"> <li>Contact Alpha Technical Support.</li> </ul> |

| F137 – INVALID PARAM                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <b>Description:</b><br><br>A value was entered in one of the controllers settings that is detected as invalid. | <b>Remedies:</b> <ul style="list-style-type: none"> <li>Looking at the extra bytes of the fault, determine which parameter has an invalid value and change it.</li> </ul> <p>           Extra bytes: <b>S001-001</b> – Invalid Value for Custom Accel. Jerk In<br/>           Extra bytes: <b>S001-002</b> – Invalid Value for Custom Acceleration<br/>           Extra bytes: <b>S001-003</b> – Invalid Value for Custom Accel. Jerk Out<br/>           Extra bytes: <b>S001-004</b> – Invalid Value for Custom Decel. Jerk In<br/>           Extra bytes: <b>S001-005</b> – Invalid Value for Custom Deceleration<br/>           Extra bytes: <b>S001-006</b> – Invalid Value for Custom Decel. Jerk Out<br/>           Extra bytes: <b>S001-007</b> – Contract Speed value set below 25 FPM<br/>           Extra bytes: <b>S001-008</b> – Contract Speed value set above 1500 FPM<br/>           Extra bytes: <b>S001-009</b> – Leveling Speed value below 1 FPM<br/>           Extra bytes: <b>S001-010</b> – Leveling Speed value above 25 FPM<br/>           Extra bytes: <b>S001-011</b> – Releveling Speed value below 1 FPM<br/>           Extra bytes: <b>S001-012</b> – Releveling Speed value above 15 FPM<br/>           Extra bytes: <b>S001-013</b> – Inspection Speed set to a negative value (Call Alpha)<br/>           Extra bytes: <b>S001-014</b> – Inspection speed set to a value greater than 200 FPM.<br/>           Extra bytes: <b>M035-011</b> – Inspection speed set to a value greater than 150 FPM.<br/>           Extra bytes: <b>M035-012</b> – Leveling speed set to a value greater than 25 FPM.<br/>           Extra bytes: <b>M035-013</b> – Releveling speed set to a value greater than 25 FPM.         </p> |

## F138 – DRIVE

### Description:

The drive is not communicating with the controller or the drive is faulting out.

### Remedies:

- Verify the connection between the drive and the controller is correct according to the job schematics.
- Check to see if the drive is faulted out, if it is, refer to the drive manual for further troubleshooting.

Extra bytes: **S002-000** – Loss of communication between controller and drive

Extra bytes: **S004-000** – Fault detected by drive.

## F139 – OVERSPEED

### Description:

Controller has detected an overspeed condition.

### Remedies:

- Verify the electrical governor switch is not tripped. Verify that the GOV input on the safety is high. If the governor switch is tripped, press clear fault on inspection board.
- Verify that the controller is going contract speed.
- Verify that the controller is not going over 150 FPM on inspection mode.

Extra bytes: **S000-000** – Governor input on the safety board is low.

Extra bytes: **M001-000** – Car exceeded 115% of contract car speed.

Extra bytes: **M001-000** – Inspection speed exceeded 150 FPM.

## F140 – IC-STOP SWITCH

### Description:

The In-car stop switch has been activated.

### Remedies:

- Verify that the IC-stop switch contact is clean and functional.
- Verify that the STOPIC input on the safety board is high when the stop switch is in the run position.

## F141 – ETS OVERSPEED

### Description:

Elevator traveled over 75% of contract speed when crossing an ETS switch.

### Remedies:

- Verify the virtual position of the UETS and DETS in the controller are set within range.
- Verify that the controller has enough slowdown when going to the terminal floors.

Extra bytes: **S001-000** – UETS overspeed, elevator was traveling up at a speed over 75% of contract speed.

Extra bytes: **S002-000** – DETS overspeed, elevator was traveling down at a speed over 75% of contract speed.

## F142 – SET ETS

### Description:

ETS virtual switches need to be set.

### Remedies:

- Go to MAIN MENU → SETUP → SLOWDOWNS and STOPS → UETS DISTANCE, and verify that distance is set within range of how far away it should be from the top terminal landing.
- Go to MAIN MENU → SETUP → SLOWDOWNS and STOPS → DETS DISTANCE, and verify that distance is set within range of how far away it should be from the bottom terminal landing.

## F143 – E-BRAKE

### Description:

Emergency brake was activated due to an overspeed or unintended movement.

### Remedies:

- If the fault logged with the E-Brake was an overspeed, refer to the F139 Overspeed fault troubleshooting.
- If the fault logged with the E-Brake was an unintended movement refer to the F135 Unintended Mov. fault troubleshooting.

## F144 – COUNTERWEIGHT

|                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <p>Description:</p> <p>Counterweight derailment has been activated.</p> | <p>Remedies:</p> <ul style="list-style-type: none"> <li>• Verify that the counterweight is not derailed. Verify that the CSW input on the safety is high.</li> </ul> <p>Extra bytes: <b>S001-000</b> – Counterweight derailment detected.</p> <p>Extra bytes: <b>M000-000</b> – An emergency stop has occurred due to a counterweight derailment.</p> <p>Extra bytes: <b>M001-002</b> – The elevator is unable to recover due to a floor after counterweight derailment. This most likely mean the car is in the overhead or pit and recovering would require moving towards the derailment counterweight.</p> <p>Extra bytes: <b>M000-003</b> – The elevator has moved to a floor away from the derailed counterweight and is not out of service.</p> <p>Extra bytes: <b>M000-004</b> – The controller detected a counterweight derailment, is on inspection mode, but not on CT inspection and so it remains out of service.</p> |
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## F146 – DRIVE NOT READY / TRACTION LOSS

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| <p>Description:</p> <p><u>Hydro</u><br/>Starter is getting a signal to run, but not sending the READY signal back to the controller.</p> <p><u>Traction</u><br/>Loss of traction has been detected. The controller is commanding a speed and not detecting any movement.</p> | <p>Remedies:</p> <p>Hydro</p> <ul style="list-style-type: none"> <li>• Verify the READY led on the safety board is coming on and staying on when giving a run command.</li> <li>• Verify PM output is firing and reading 120VAC on the controller and starter.</li> </ul> <p>Traction</p> <ul style="list-style-type: none"> <li>• Verify that the elevator is not being physically restricted from running.</li> </ul> |
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## F147 – BRAKE PICK SW.

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| <p>Description:</p> <p>The brake pick switch indicates a brake problem.</p> | <p>Remedies:</p> <ul style="list-style-type: none"> <li>• Verify that when the main brake picks, the bps LED goes high on the main brake board. Verify the when the main brake drops, the bps LED goes low on the main brake board.</li> <li>• (If secondary brakes are applicable) Verify that when the emergency brake picks, the bps LED goes high on the emergency brake board. Verify the when the emergency brake drops, the bps LED goes low on the main brake board.</li> <li>• Verify the brake pick switch(s) contact is clean and functional.</li> <li>• Verify the brakes are fully picking and dropping.</li> </ul> |
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## F148 – LOW BATTERY

### Description:

This indicates that the battery lowering unit battery is low and needs to be charged.

### Remedies:

- Verify the main line is ON to charge the battery on the battery lowering unit.
- If the battery is good, verify the input Low Battery is active and has 24VDC on it.

## F149 – LOCK W/O CLOSED

### Description:

The hall doors locks are made but the corresponding swing locks are not made.

### Remedies:

- Check wiring for swing locks and hall locks on the safety board. The swing locks should be wired in series with the hall locks.
- Check for jumpers on the lock inputs.
- Check physical locks.

## F150 – CHECK KIB JUMPER

### Description:

The jumper of the KIB board or switch is detected in the program position.

### Remedies:

- Cycling power or pressing of the reset button the safety board will reset the fault for 30 minutes if the jumper is in the program position.
- Turn the KIB switch to run mode.
- Put the jumper on the KIB board to run mode.

## F151 – NTS

### Description:

Elevator has tripped the normal terminal slowdown during a NTS test.

### Remedies:

- This is normal when doing a NTS testing.

## F152 – RESET:WATCHDOG

### Description:

Watchdog reset

### Remedies:

- Contact Alpha Elevator Control Technical Support.

## F153 – RESET:SOFTWARE

### Description:

Software Reset

### Remedies:

- Contact Alpha Elevator Control Technical Support.

## F154 – RESET:CPU PIN

### Description:

CPU Reset

### Remedies:

- Contact Alpha Elevator Control Technical Support.

## F155 – LOSS OF 120P

### Description:

120P terminal on the safety has detected a loss of voltage.

### Remedies:

- Verify the 120P terminal on the safety board has 120VAC on it.

## F156 – DBR FAILURE

### Description:

DBR (Dynamic Braking Resistor) failed detected by the drive.

### Remedies:

- Verify the DBR resistance matches to the rating of the DBR.
- Verify the DBR wires are not loose.
- Verify the DBR monitoring system is opening and closing as it should.

## F157 – OUT OF SERVICE

### Description:

Elevator is out of service due to an out of service input.

### Remedies:

- Verify the Out Of Service Input was not tripped or activated.

## F158 – BATTERY RESCUE

### Description:

Battery Rescue Operation has been initiated and has aborted the rescue operation.

### Remedies:

- Battery Power Input is activated and:

M000-001

Input went low during a run (HPV900).

M000-002

Drive was unable to determine the best direction to run while on battery power (HPV900). Timed out after waiting 30 seconds.

M000-003

Preferred direction determined. Preparing to complete rescue. This fault is part of the normal rescue sequence (HPV900).

M000-004

Unable to complete current rescue attempt after successfully determining the preferred direction to run (HPV900).

M000-005

Rescue operation aborted after 3 failed attempts (HPV900).

M001-001

Input went low during a run (KEB).

M001-002

Rescue aborted because car is above the top floor (KEB).

M001-003

Rescue aborted because car is below the bottom floor (KEB).

M001-004

Rescue operation aborted after failing to complete within 3 minutes (KEB).

M001-005

Rescue attempt aborted because car is running the wrong way (KEB).

M001-006

Rescue operation aborted after 3 failed attempts (KEB).

## F159 – BIS SIMULATION

### Description:

Elevator is in built in simulation mode (only used for training/testing purposes).

### Remedies:

- Contact Alpha Elevator Control Technical Support if elevator was not put on simulation mode by user.



## F160 – DZ INPUT

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| <b>Description:</b><br><br>Elevator is out of service due to mismatching of the DZ input with its corresponding opening at floor leveled. | <b>Remedies:</b> <ul style="list-style-type: none"><li>• Verify that when the elevator is in floor level that the corresponding DZ input is ON. If elevator is floor leveled at a front opening, verify DZF input is ON. If elevator is floor leveled at a rear opening, verify DZR input is ON.</li></ul><br>Extra bytes: <b>S000-000</b> – DZF is stuck OFF while in floor level<br>Extra bytes: <b>S001-000</b> – DZR is stuck OFF while in floor level<br>Extra bytes: <b>S000-001</b> – DZF is stuck ON while not in floor level<br>Extra bytes: <b>S000-001</b> – DZR is stuck ON while not in floor level |
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## F161 – TED

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| <b>Description:</b><br><br>This fault indicates that both LIM AND GEN inputs are both powered on, which should never occur. | <b>Remedies:</b> <ul style="list-style-type: none"><li>• Verify that LIM AND GEN on the TED board does not have 24VDC, measure the inputs to REF. If it does, fix wiring.</li></ul> |
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## F162 – COLLAP. RAILING

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| <b>Description:</b><br><br>This fault indicates that the elevator is not on CT inspection while the collapsable railing is extended.<br><br>1. When the railing is extended, you can only run the car on CT Inspection<br>2. When collapsed, you can run the car on any mode except CT Inspection.<br>3. When transitioning (both inputs low), you cannot run the car at all. | <b>Remedies:</b> <ul style="list-style-type: none"><li>• Verify the railing extended input is activated if the railing is extended. If the input is activated, verify the elevator is on CT inspection.</li><li>• Verify the collapsable railing is not activated if the railing is extended.</li></ul><br>Extra bytes: <b>M001-000</b> – Railing transitioning between extended and collapsed<br>Extra bytes: <b>M002-000</b> – On CT Inspection, but railing is collapsed<br>Extra bytes: <b>M003-000</b> – Railing extended, but car is not on CT inspection. |
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## F163 – MAX ROPE BENDS

### Description:

The fault indicates that it is time to change the suspension ropes as the rope bent count has been reached.

### Remedies:

- This fault comes when the setting is reached or exceeded with the setting MAIN MENU → OTHER OPTIONS → MAX ROPE BENDS. If the setting is reached and the suspension ropes does not need to be replaced, increase the setting.
- If the suspension ropes have been replaced, you can reset the counter by going into the STATUS → ROPE BEND COUNT, and press and hold the right arrow button for 5 seconds, this would reset the counter to 0.

## F164 – SLACK ROPE

### Description:

The input(s) that monitor for slacking of the suspension cables and/or governor cable has been activated.

### Remedies:

- Verify that the suspension cables or governor cable has no slack.
- Verify the contact that monitors these cables are functioning.
- Verify the input for slack rope susp and/or slack rope gov is high and has 24VDC.

## F165 – SAFETY INPUT

### Description:

This fault indicates that the Safe MCU and the CPLD hardware disagree on the state of one of the safety inputs. In other words, one device sees the input high, and the other sees it low, which results in a redundancy error.

### Remedies:

- Contact Alpha Elevator Control Technical Support.

### Extra Byte:

S001-000: LOCKB  
S001-001: LOCKF  
S001-002: LOCKR  
S001-003: LOCKT  
S001-004: GSWF  
S001-005: GSWR  
S001-006: GOV

S002-000: IEIC  
S002-001: IECT  
S002-002: IEHA  
S002-003: CTDN  
S002-004: CTUP  
S002-005: HATDN  
S002-006: HATUP  
S002-007: HABDN  
S002-008: HABUP  
S002-009: DZF  
S002-010: DZR  
S002-011: STOPIC  
S002-012: LIM  
S002-013: GEN  
S002-014: SFS Relay  
S002-015: SFH Relay  
S002-016: EBS Relay  
S002-017: EBBS Relay  
S002-018: EBH Relay  
S002-019: EBBH Relay  
S002-020: Inspection MR Switch  
S002-021: Car Bypass Switch  
S002-022: Hall Bypass Switch

## F166 – PREFLIGHT

### Description:

The controller will do a preflight check after power on of the controller and at the end of every run. The preflight relay will momentarily open and verify that none of the SAFETY inputs are stuck HIGH. This is to indicate that their isn't a safety input jumped out.

### Remedies:

- Look at the extra bytes of the fault and verify the wiring on that safety input. Verify that the input is going on and off correctly as the corresponding contact is opening and closing.
- Verify that the safety input detected does not have a jumper on it.

### Extra Byte:

M001-000: Preflight initiation failed. Safe MCU did not enter Preflight after Main MCU began the test.

M002-000: Preflight timeout. Safe MCU failed to complete preflight test within 6 seconds.

M003-000: Preflight relay stuck. The 120P bus failed to come back on after the test completed.

S002-000: Preflight timeout. Main MCU failed to complete preflight test within 6 seconds.

S010-001: Input stayed high during test - 120P

S010-010: Input stayed high during test - SSH-R

S010-011: Input stayed high during test - SSM-R

S010-012: Input stayed high during test - SSC-R

S010-013: Input stayed high during test - LOCKB

S010-014: Input stayed high during test - LOCKF

S010-015: Input stayed high during test - LOCKR

S010-016: Input stayed high during test - LOCKT

S010-017: Input stayed high during test - GSWF

S010-018: Input stayed high during test - GSWR

## F167 – CPLD

### Description:

Loss of communication between the CPLD hardware and the SAFE MCU software.

### Remedies:

- Contact Alpha Elevator Control Technical Support.

## F168 – SFS RELAY

### Description:

The SFS relay on the safety board was detected that is not functioning correctly.

### Remedies:

- Verify the SFS relay pins are not bent.
- Verify the SFS relays is pushed in all the way.
- Swap the SFS relay with the SFH relay, and see if the fault follows the relay. If it follows the relay, the relay will need to be replaced.

Extra bytes: **S000-002** – Relay is stuck open

Extra bytes: **S000-003** – Relay is stuck closed

## F169 – SFH RELAY

### Description:

The SFH relay on the safety board was detected that is not functioning correctly.

### Remedies:

- Verify the SFH relay pins are not bent.
- Verify the SFH relays is pushed in all the way.
- Swap the SFH relay with the SFS relay, and see if the fault follows the relay. If it follows the relay, the relay will need to be replaced.

Extra bytes: **S000-002** – Relay is stuck open

Extra bytes: **S000-003** – Relay is stuck closed

# ALARMS

## A201 – AT DIR. LIMIT

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p>Description:</p> <p>The mechanical normal limits have opened.</p> <p>Or</p> <p>The elevator has passed the electronic normal limits at the terminal landing.</p> <p>Note: Normal limits can be mechanical normal limits or electronic normal limits. If using mechanical normal limits, the jumper on UNL-R (Up Normal Limit Return) and DNL-R (Down Normal Limit Return) needs to be removed, and the mechanical normal limits need to be wired to those terminals.</p> | <p>Remedies:</p> <ul style="list-style-type: none"> <li>• If using mechanical normal limits:<br/>When trying to run up, verify UNL-R input LED is ON.<br/>When trying to run down, verify DNL-R input LED is ON.<br/>If LED is low, check mechanical switch.</li> <li>• If using electronic normal limits:<br/>Verify there is a jumper from UNL-R to UNL-O, and a jumper from DNL-R to DNL-O.<br/>When trying to run up or down and need to exceed pass the allowed distance, bypass the terminal limits, by going to MAIN MENU → SETUP → INSPECTION/ACCESS → BYPASS DIRECTIONALS, set it to TRUE.</li> </ul> <ul style="list-style-type: none"> <li>- Extra bytes: <b>S002-002</b> – Car is on inspection mode and has traveled as far as it is allowed to go in the commanded direction.</li> <li>- Extra bytes: <b>S002-000</b> – Main processor has attempted to start a run, but no valid designation has been given.</li> <li>- Extra bytes: <b>S002-001</b> – Attempting to run up, but the UNL-R input is not powered.</li> <li>- Extra bytes: <b>S002-001</b> – Attempting to run down, but the DNL-R input is not powered.</li> <li>- Extra bytes: <b>M001-000</b> – Car went into the pit</li> <li>- Extra bytes: <b>M002-000</b> – Car went into the overhead.</li> </ul> |
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## A202 – STUCK INSP. BTN

|                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| <p>Description:</p> <p>Prior to going on inspection mode, the controller has detected the up and/or down command signal being activated.</p> | <p>Remedies:</p> <ul style="list-style-type: none"> <li>• Verify the controller has no active faults before attempting to run the elevator.</li> <li>• Verify that none of the inspection's buttons are being pressed before going on their respective inspection mode</li> <li>• Verify there is not a stuck UP/DOWN inspection command signal before going on inspection mode</li> </ul> <p>Note: xxx extra bytes means the second byte does not provide any information</p> <ul style="list-style-type: none"> <li>- Extra bytes: <b>S001-xxx</b> – Input CTUP and/or CTDN on the safety board is activated before going on CT Inspection.</li> <li>- Extra bytes: <b>S002-xxx</b> – Input IC Inspection UP and/or IC Inspection DOWN on the COP UI Board is activated before going on IC Inspection.</li> <li>- Extra bytes: <b>S003-001</b> – Input HABUP and/or HABDN on the safety board is activated before going on HA Inspection.</li> <li>- Extra bytes: <b>S003-002</b> – Input HATUP and/or HATDN on the safety board is activating before going on HA Inspection.</li> <li>- Extra bytes: <b>S004-xxx</b> – Button for MR Inspection UP and MR Inspection DOWN on the inspection board is activated before going on MR inspection. Replace inspection board, if issue continues after, replace safety board.</li> </ul> |
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## A203 – CHECK CAR DOORS

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| <p>Description:</p> <p>Elevator trying to run, but one or more of the gate switches are opened.</p> | <p>Remedies:</p> <ul style="list-style-type: none"> <li>• Verify the gate switch contacts are clean. Check car door data to see if the controller is seeing the gate switch make up.</li> </ul> <p>Note: xxx extra bytes means the second byte does not provide any information</p> <ul style="list-style-type: none"> <li>- Extra bytes: <b>S001-xxx</b> – Gate switches is not closed while trying to run on CT Inspection.</li> <li>- Extra bytes: <b>S002-xxx</b> – Gate switches is not closed while trying to run on IC Inspection.</li> <li>- Extra bytes: <b>S003-001</b> – Gate switches is not closed while trying to run on Top Hoistway Access Inspection.</li> <li>- Extra bytes: <b>S003-002</b> – Gate switches is not closed while trying to run on Bottom Hoistway Access Inspection.</li> <li>- Extra bytes: <b>S004-xxx</b> – Gate switches is not closed while trying to run on MR Inspection.</li> </ul> |
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## A204 – HALL DOORS

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| <p>Description:</p> <p>Elevator trying to run, but one or more of the hall lock contact(s) are opened.</p> | <p>Remedies:</p> <ul style="list-style-type: none"> <li>• Verify the hall lock contact(s) are clean. Check hall door data to see if the controller is seeing the gate switch make up.</li> </ul> <p>Note: xxx extra bytes means the second byte does not provide any information</p> <ul style="list-style-type: none"> <li>- Extra bytes: <b>S001-xxx</b> – Hall lock contact(s) is not closed while trying to run on CT Inspection.</li> <li>- Extra bytes: <b>S002-xxx</b> – Hall lock contact(s) is not closed while trying to run on IC Inspection.</li> <li>- Extra bytes: <b>S003-001</b> – Hall lock contact(s) is not closed while trying to run on Top Hoistway Access Inspection.</li> <li>- Extra bytes: <b>S003-002</b> – Hall lock contact(s) is not closed while trying to run on Bottom Hoistway Access Inspection.</li> <li>- Extra bytes: <b>S004-xxx</b> – Hall lock contact(s) is not closed while trying to run on MR Inspection.</li> </ul> |
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## A205 – IC-STOP SWITCH

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| <p>Description:</p> <p>The IC-STOP switch input on the left side of the safety board is low (not getting 24VDC).</p> | <p>Remedies:</p> <ul style="list-style-type: none"> <li>• Verify the STOPIC input on the left side of the safety board is ON.</li> <li>• Verify the IC-STOP switch is in the RUN position.</li> <li>• Verify the IC-STOP switch has 24VDC across both side of the key switch.</li> <li>• Verify the traveler wire going from the STOPIC terminal on the CT din rail is connected to the STOPIC terminal on the MR din rail.</li> </ul> <ul style="list-style-type: none"> <li>- Extra bytes: <b>M001-000</b> – IC-STOP switch is in the STOP position while on Normal Operations.</li> <li>- Extra bytes: <b>S00-000</b> – IC-STOP switch is in the STOP position while on any inspection mode.</li> </ul> |
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## A206 – FLOOR LEVELS

### Description:

This fault indicates that the current floor level settings are not valid. Floor levels are considered valid if they are all non-zero and are in ascending order.

This alarm is normal during the construction phase when floor levels have not yet been set.

### Remedies:

- If the elevator is still under the construction phase, then disable this alarm by turning on BYPASS DIRECTIONAL LIMITS parameter. To do this go to MAIN MENU → SETUP → INSPECTION/ACCESS → BYPASS DIRECTIONALS, set it to TRUE. (The car can only run on inspection mode when this parameter is set to TRUE)
- Check the programmed floor level values and look for any floor with an incorrect setting. Move the car on inspection to that floor and set the value correctly. The alarm will clear once valid floor levels are set.

## A207 – FAULT CLEAR BTN

### Description:

The clear fault button on the MR Inspection board has been pressed.

### Remedies:

- If the button was not physically pressed, verify the button is not stuck.
- If alarm continues to happen when the clear fault button is not being physically pressed, replace inspection board.

## A208 – DOOR OPEN FAIL

### Description:

The elevator attempted to open the car door(s) and did not see the DOL (Door Open Limit) signal within the amount of time set by the TIMEOUT OPEN parameter.

### Remedies:

- Verify the DOL contact is clean.
- Verify the DOL signal is changing state as the door hits the DOL contact. This can be viewed by looking at the car door data or looking at the physical input LED changing state.
- To give the door operator more time to open, go to MAIN MENU → SETUP → DOOR SETUP → FRONT/REAR → FAILURE DETECTION → TIMEOUT OPEN, and set the desired time.

## A209 – DOOR CLOSE FAIL

### Description:

The elevator attempted to close the car door(s) and did not see the DCL (Door Close Limit) signal within the amount of time set by the TIMEOUT CLOSE parameter.

### Remedies:

- Verify the DCL contact is clean.
- Verify the DCL signal is changing state as the door hits the DCL contact. This can be viewed by looking at the car door data or looking at the physical input LED changing state.
- To give the door operator more time to open, go to MAIN MENU → SETUP → DOOR SETUP → FRONT/REAR → FAILURE DETECTION → TIMEOUT CLOSE, and set the desired time.
  - Extra bytes: **M000-000** – DCL signal was not seen while the elevator is closing the car door on Normal Operation or Independent Service.
  - Extra bytes: **M000-002** – DCL signal was not seen while the elevator is nudging the front car door closed on Fire Phase 1 or Normal Operation.
  - Extra bytes: **M001-002** – DCL signal was not seen while the elevator is nudging the rear car door closed on Fire Phase 1 or Normal Operation.

## A210 – SAVED DATA

### Description:

The battery-back up memory on the Safety Board reported invalid saved data at start-up.

### Remedies:

- This will occur the first time a new Safety Board is powered up.
- If this alarm occurs during subsequent power-ups, it likely means the battery on the Safety Board needs to be replaced.

## A211 – RELEVELING

### Description:

The elevator is positioned out of the dead zone and a releveling operation has been initiated so the elevator can be back in floor level.

### Remedies:

- Verify the valves are not leaking.
- Verify the elevator does not overshoot the floor level and end up outside of the dead zone.

## A212 – MLT

### Description:

The pump motor has been running longer than the time specified by the motor limit timer inside the controller.

### Remedies:

- Verify there is nothing is binding the elevator from running UP.
- If the Motor Limit Timer needs to be increased, go to MAIN MENU → SETUP → TIMERS → MOTOR LIMIT TIME.

## A213 – CAN'T RUN UP

### Description:

The alarm occurs whenever the controller is in a state where a manual reset of a fault or alarm is required and it cannot run the pump motor.

### Remedies:

- This is caused by an alarm or fault that needs to be manually reset. Check in the logged faults for the alarm or fault that is simultaneously logged with this alarm and refer to the troubleshooting fault/alarm.
- If this alarm is the only active alarm, than the solution is to press the “Clear Fault” button located on the MR inspection board.

## A214 – LOW OIL

### Description:

Low oil input on the MR UI Board has been activated.

### Remedies:

- Verify the tank does not have low oil.
- Verify the low oil contact is clean and functional.
- Verify the low oil input on the MR UI Board is changing state as the contact is opening and closing.
- Press the “Clear Fault” button located on the MR inspection board to reset the alarm after the input has been deactivated.

## A215 – OVERHEAT

### Description:

Motor/Oil overheat input on the MR UI Board has been activated.

### Remedies:

- Verify the motor is not overheated.
- Verify the motor/oil overheat contact is clean and functional.
- Verify the motor/oil overheat input on the MR UI Board is changing state as the contact is opening and closing.
- Press the “Clear Fault” button located on the MR inspection board to reset the alarm after the input has been deactivated.
  - Extra bytes: **M000-000** – Oil Overheat, Non-latching
  - Extra bytes: **M000-001** – Oil Overheat, Latching
  - Extra bytes: **M001-000** – Motor Overheat, Non-latching

## A216 – BATTERY POWER

**Description:**

Battery Lowering input on the MR UI Board has been activated.

**Remedies:**

- Verify the building/controller did not lose power. If so, this alarm is normal.
- Verify the L1/L2 dual breaker is functioning correctly.
- Verify the auxiliary disconnect contact on the main line disconnect is not stuck closed when turning the main line disconnect off.
- Verify the battery lowering input on the MR UI Board is changing state as the battery lowering switch is being turned on and off.

## A217 – LOW PRESSURE

**Description:**

Low pressure input on the MR UI Board has been activated.

**Remedies:**

- Run the elevator up.
- Verify the low pressure contact is clean and functional.
- Verify the low pressure input on the MR UI Board is changing state as the contact is opening and closing.

## A218 – DOORS DISABLED

**Description:**

Door operation has been disabled due to DIP Switch #3 on the MR UI Board being turned on

**Remedies:**

- Turn off dip switch #3 on the MR UI Board for door operation to be functional.

## A220 – FLOOD SENSOR

### Description:

Flood sensor input on the MR UI Board has been activated.

### Remedies:

- Verify the floors are not flooded, if so, this is normal.
- Verify the flood sensor contact is clean and functional.
- Verify the flood sensor input on the MR UI Board is changing state as the contact is opening and closing.

## A221 – FULLY LOADED

### Description:

The elevator is detecting a fully loaded weight capacity sent from the load weigher with a door open. (This will prevent any hall calls from being latched)

### Remedies:

- Verify the load weigher is calibrated correctly.
- Verify the fully loaded input is operating correctly.

## A222 – FIRE SERVICE

### Description:

Fire Service Phase 1 has been initiated by a fire key switch or tripped by a smoke/heat sensor. The car will recall to the designated/alternate floor and open the doors.

### Remedies:

- Verify the smoke sensors inputs are not tripped.
- Verify the lobby fire key/remote fire key switch is in the OFF position and not RECALL position.
  - Extra bytes: **M000-001** – Smoke/Heat 1 input has been tripped.
  - Extra bytes: **M000-002** – Smoke/Heat 2 input has been tripped.
  - Extra bytes: **M000-003** – Smoke/Heat 3 input has been tripped.
  - Extra bytes: **M000-004** – Smoke/Heat 4 input has been tripped.
  - Extra bytes: **M000-005** – Smoke/Heat 5 input has been tripped.
  - Extra bytes: **M000-006** – Smoke/Heat 6 input has been tripped.
  - Extra bytes: **M000-007** – Smoke/Heat 7 input has been tripped.
  - Extra bytes: **M000-008** – Smoke/Heat 8 input has been tripped.
  - Extra bytes: **M001-000** – Lobby fire key input has been activated.
  - Extra bytes: **M002-000** – Remote fire key input has been activated.
- Verify the car door is at the recall floor with the doors open with no smoke/heat input tripped, and reset fire service with the lobby fire key.

## A223 – CAR TO LOBBY

### Description:

Car to lobby input has been initiated, hall calls will stop being accepted and the elevator will return to lobby after all latched car calls have been answered.

### Remedies:

- Verify the car to lobby input on the MR UI Board is changing state as the contact is opening and closing.
- Verify the car to lobby key switch is clean and functional.
- Verify the doors are closed on the lobby floor after the car to lobby key switch has been initiated.

## A224 – VISCOSITY

### Description:

Viscosity input has been initiated, elevator will run to the bottom floor and run the pump motor until the input has been deactivated. Calls will be accepted during this operation.

### Remedies:

- Verify the viscosity input on the MR UI Board is changing state as the contact is opening and closing.
- Verify the viscosity contact is clean and functional.

## A225 – JACK RESYNC

### Description:

Jack Resync has been initiated at the time set through the controller daily. Elevator will run to the bottom floor, than level into the pit and sit on the springs for 10 seconds. Calls will be accepted during this operation.

### Remedies:

- If not using jack resync, turn off the feature by going to MAIN MENU → SETUP → JACKS and VALVES → JACK RESYNC TIME, and set the time to OFF.

## A226 – M CONTACTOR

### Description:

M Contactor is detected stuck open.

### Remedies:

- Verify the M Contactor is closed when there is command to run.
- Verify the AUX contactor terminal 13 of the M contactor is measured closed when the M contactor is closed. Replace AUX contact if defective.

## A227 – FIRE STOP SWITCH

### Description:

Fire stop switch input has been initiated.

### Remedies:

- Verify the fire stop switch input on the COP UI Board is changing state as the contact is opening and closing.
- Verify the fire stop switch key is clean and functional.

## A228 – NTS

### Description:

The controller regular slowdown has failed and a normal terminal slowdown has been initiated.

### Remedies:

- Verify the regular slowdown distance in the slowdown and stop menu is placed far enough from the NTS switch.
- Check the valves are operating correctly.

## A229 – UI DIP CONFIG

### Description:

Controller has detected that two UI Boards DIP switch configuration are set the same.

### Remedies:

- Verify the MR UI Board has no DIP Switch ON.
- Verify the CT UI Board has DIP Switch 8 ON.
- Verify the COP UI Board has DIP Switch 7 ON.
- Cycle power after the dip switches are changed.

## A230 – MEDICAL SERVICE

### Description:

EMS (Emergency Medical Service) has been initiated via key switch.

### Remedies:

- Verify the medical key switch in the lobby is clean and functional.

## A231 – EMERGENCY POWER

### Description:

Elevator is on emergency power and not selected to run.

### Remedies:

- This alarm is normal for an elevator that goes on emergency power and is not selected to run.

## A232 – FIRE DISABLED

### Description:

If the fire hat is flashing on fire phase 1 and the elevator is put on fire phase 2. This will prevent the elevator to be able to go on fire phase 2 if the fire hat is flashing. (Only if the fire safety code year is set to Detroit)

Fire service was disabled through the parameter “Disable Fire Service”

### Remedies:

- This alarm is normal for DETROIT fire safety code.
- If not using DETROIT fire safety code, set the fire safety code to the correct configuration the elevator needs to be set to. To do this, go to MAIN MENU → SETUP → FIRE SETUP → SAFETY CODE, and set it to the configuration required.
- Set the setting “Disable Fire Service” under the fire setup menu to False.

## A233 – GSW CONTACT

### Description:

This fault indicates that the gate switch electric contact has failed or that a jumper has been detected on the gate switch. The fault occurs when the gate switch is closed, indicating that the car door is closed, but the state of the DPM or DCL door contacts indicate that the car door is open.

### Remedies:

- Automatic Car Doors: when the doors are fully opened, make sure the car door data displays the DOL signal only. When the doors are fully close, make sure the car door displays GSW, DCL, and DPM (if applicable).
- Manual Car Doors: when the doors are fully opened, make sure the car door data displays the DOL signal only. When the doors are fully close, make sure the car door data displays GSW and DPM (if applicable).
- To change the setting of when the failure of the GSW contact should happen, go to MAIN MENU → SETUP → DOOR SETUP → FRONT/REAR → GSW CONTACT FAILURE. (Default setting is set to be monitored with the DPM)

Extra bytes: **M000-000** – the front car door gate switch is detected closed, while DCL or DPM is opened.

Extra bytes: **M001-000** – the rear car door gate switch is detected closed, while DCL or DPM is opened.



## A234 – LOCK CONTACT

### Description:

This fault indicates that the electric contact on one of the hall doors has failed or that a jumper has been detected on a hall door. The fault occurs when the gate switch is open, indicating that the car door is open, but the hall lock inputs are all powered, indicating that all the hall doors are locked.

### Remedies:

- Verify the GSW contact is clean and making up before the hall locks are making up. The door signals can be viewed on hall door data and car door data on the UI Board.
- Verify the hall lock contact is clean and opening and closing correctly as it is crossing the CAM.
- To change the setting of when the failure of the lock contact should happen, go to MAIN MENU → SETUP → DOOR SETUP → FRONT/REAR → LOCK CONTACT FAILURE . (Default setting is set to be monitored with the GSW)

## A235 – DOOR STOP SW.

### Description:

The hallway stop button has been activated.

### Remedies:

- This is normal when the hallway stop button has been pressed.
- If the hallway stop button has not been pressed, verify that the hallway stop button input is low when not pressed.

## A236 – GOVERNOR

### Description:

The electrical governor switch has been activated.

### Remedies:

- Verify the electrical governor switch is not tripped. Verify that the GOV input on the safety is high. If the governor switch is tripped, press clear fault on inspection board.

## A237 – SEISMIC

### Description:

The seismic sensor has been activated and the elevator is about to stop at the nearest floor and go out of service.

### Remedies:

- Verify the seismic sensor is clean and functional.
- If a seismic occurred, press the reset on the seismic box.

## A238 – EQ RESET PRESS

### Description:

The earthquake reset button on the inspection board has been activated.

### Remedies:

- This is normal when pressing the EQ reset button on the inspection board.

## A239 – TL RESET PRESS

### Description:

The traction loss reset button on the inspection board has been activated.

### Remedies:

- This is normal when pressing the TL reset button on the inspection board.

## A240 – BRAKE PICK SW.

### Description:

The brake pick switch indicates a brake problem.

### Remedies:

- Verify that when the main brake picks, the bps LED goes high on the main brake board. Verify the when the main brake drops, the bps LED goes low on the main brake board.
- (If secondary brakes are applicable) Verify that when the emergency brake picks, the bps LED goes high on the emergency brake board. Verify the when the emergency brake drops, the bps LED goes low on the main brake board.
- Verify the brake pick switch(s) contact is clean and functional.

Verify the brakes are fully picking and dropping.

## A241 – PARAM SYNC

### Description:

A safety related parameter was recently changed and is being synchronized with the other processors in the system.

### Remedies:

- This is normal when changing a safety related parameter inside the controller.
- This is normal after a power cycle of the controller or a reset of the safety board.

## A242 – LOW BATTERY

### Description:

The low battery input is tripped and the car is away from the floor.

### Remedies:

- Verify the main line is ON to charge the battery on the battery lowering unit.
- If the battery is good, verify the input Low Battery is active and has 24VDC on it.

## A243 – NTS PARAMETERS

### Description:

There is a mismatched between the NTS parameters on the drive/controller/KIB.

### Remedies:

- Go to MAIN MENU → STATUS → NTS PARAMETER, and verify which parameter does not match between the drive, controller, and KIB. Adjust the drive/controller/KIB to match one another.
- Verify the jumper or switch is in the run position when on normal operation.

## A244 – VALVE MONITOR

### Description:

There is a mismatched between the valve output and the monitored input.

### Remedies:

Extra bytes: **M001-0001** – UVH output stuck on  
Extra bytes: **M001-0002** – UVH output stuck off  
Extra bytes: **M002-0001** – DVH output stuck on  
Extra bytes: **M002-0002** – DVH output stuck off  
Extra bytes: **M003-0001** – UVL output stuck on  
Extra bytes: **M003-0002** – UVL output stuck off  
Extra bytes: **M004-0001** – DVL output stuck on  
Extra bytes: **M004-0002** – DVL output stuck off

- Verify that when the output on the safety board UVL fires that the corresponding programmed input “Monitor UVL” is turning on as well.
- Verify that when the output on the safety board DVL fires that the corresponding programmed input “Monitor DVL” is turning on as well.
- If extra bytes indicates UVH or DVH valves, contact technical support.

## A245 – ETS PARAMETERS

### Description:

The ETS parameter has not been set.

### Remedies:

- Go to MAIN MENU → SETUP → SLOWDOWNS AND STOPS → ETS PARAMETERS and adjust Est. Stopping Rate parameter to the a non zero value. Recommended value depends on the speed of the elevator, use the manual for recommend value.

## A246 – DISABLE RELEVEL

|                                                                         |                                                                                                                                                                                                                                                                |
|-------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Description:</p> <p>Releveling has been disabled for 15 minutes.</p> | <p>Remedies:</p> <ul style="list-style-type: none"><li>• Wait for the timer if releveling was manually disabled.</li><li>• To enable releveling and not wait for the timer, go to MAIN MENU → SETUP → FLOOR LEVELS → RELEVELING → ENABLE RELEVELING.</li></ul> |
|-------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## A247 – ENABLE RELEVEL

|                                                                                                                 |                                                                                                    |
|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| <p>Description:</p> <p>Releveling has been re-enabled after the timer has expired or manually been enabled.</p> | <p>Remedies:</p> <ul style="list-style-type: none"><li>• Nothing is required to be done.</li></ul> |
|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|

## A248 – OUT OF SERVICE

|                                                        |                                                                                                                              |
|--------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <p>Description:</p> <p>Elevator is out of service.</p> | <p>Remedies:</p> <ul style="list-style-type: none"><li>• Verify that the programmed “out of service” input is low.</li></ul> |
|--------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|

## A249 – REGEN FAULTED

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| <p>Description:</p> <p>The regen drive is faulted out while trying to regen.</p> | <p>Remedies:</p> <ul style="list-style-type: none"><li>• Verify that the “regen ready” LED is turning on when trying to regen.</li><li>• Check the fault on the regen and use the regen troubleshooting guide to troubleshoot.</li></ul> |
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## A250 – CAPTURE CAR

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| <b>Description:</b><br><br>The capture car button was pressed or the access capture operation is in progress. | <b>Remedies:</b><br><br>Extra bytes: <b>M002-fff</b> – Top Access Capture Operation<br>Extra bytes: <b>M003-fff</b> – Bottom Access Capture Operation<br>Extra bytes: <b>M004-0001</b> – Capture Car button was pressed |
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## A251 – PATIENT SECURITY

|                                                                      |                                                                                                                                         |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| <b>Description:</b><br><br>Patient security input has been activated | <b>Remedies:</b> <ul style="list-style-type: none"><li>• Verify the patient security per floor inputs are in the OFF Position</li></ul> |
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## A252 – EMERGENCY DISPATCH

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| <b>Description:</b><br><br>Sabbath has been activated<br><br>Loss of communication to the hall network or group network | <b>Remedies:</b> <ul style="list-style-type: none"><li>• Verify the sabbath is not enabled.</li><li>• Verify the hall network is communicating. Troubleshoot hall boards if required.</li><li>• Verify the cars to the group is communicating. Check wiring and group settings.</li></ul> |
|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## A253 – DBR FAILURE

**Description:**

DBR failure input is detected low.

**Remedies:**

- Verify the DBR resistance matches to the rating of the DBR.
- Verify the DBR wires are not loose.
- Verify the DBR monitoring system is opening and closing as it should.

## A254 – LANDING SYSTEM

**Description:**

The sensor head is not communicating with the controller or the sensor head is faulting out.

**Remedies:**

- Verify that the LED on top of the sensor head is ON and not flashing RED indicating a fault.
- Verify the connection of the sensor head to the CT UI Board is correct according to the job schematics.
- Verify that the Kubler Landing System is set correctly in the controller to communicate to CAN2 of the CT UI Board. To do this, go to MAIN MENU → SETUP → CAN & Serial Ports.
- Verify the KIB Board is not flashing a RED LED indicating a fault.

## A255 – PERIODIC RUN

**Description:**

Parameter for “FORCE PERIODIC RUNS” has been enabled.

**Remedies:**

- If parameter was not set on by user, go to MAIN MENU → SETUP → OTHER OPTIONS → FORCE PERIODIC RUNS, set it to FALSE.

## A256 – NUDGING

**Description:**

Elevator doors are nudging close on normal operation.

**Remedies:**

- Verify the PHE is not being blocked while doors are attempting to close.

## A257 – DZ INPUT

|                                                                                                                           |                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| <b>Description:</b><br><br>Mismatching of the DZ input with its corresponding opening at floor leveled has been detected. | <b>Remedies:</b> <ul style="list-style-type: none"><li>• Refer to F160 for troubleshooting.</li></ul> |
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## A258 – EP PRETRANSFER

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| <b>Description:</b><br><br>Pretransfer input has been activated to switch back to normal power from emergency power. | <b>Remedies:</b> <ul style="list-style-type: none"><li>• Verify the pre transfer input is not active if elevator is not on emergency power.</li><li>• If generator does not have a pre transfer contact, jump out the input if it is normally close, or remove jumper if normally open.</li></ul> |
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## A260 – VALVE FAULT

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| <b>Description:</b><br><br>Valve Fault input has been activated, the elevator will lower to the bottom landing, cycle the doors, and go out of service. This input was mainly used for Blaine Valve Interface. When the Blaine Valve Board indicates the fault it will trigger this input. | <b>Remedies:</b> <ul style="list-style-type: none"><li>• Verify the fault on the Blaine Valve Interface board and troubleshoot it per their manual.</li></ul> |
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## A261 – CHNG ROPES SOON

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| <b>Description:</b><br><br>The alarm indicates that it is almost time to change the suspension ropes as the rope bent alarm has been reached. | <b>Remedies:</b> <ul style="list-style-type: none"><li>This alarm comes when the setting is reached or exceeded with the setting MAIN MENU → OTHER OPTIONS → ROPE BENS ALARMS.</li></ul> |
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## A262 – BOARD OFFLINE

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| <b>Description:</b><br><br>The alarm indicates that a board that was previously seen on the CN network is now offline. This will bring the elevator down to the recall floor and go out of service. | <b>Remedies:</b> <ul style="list-style-type: none"><li>Verify with the extra bytes below on which board went offline: verify the termination jumper, verify the CN network wiring for communicating, and verify there is no noise on the wiring of the CN network.</li></ul><br>M000-000: UI MR<br>M000-001: UI CT<br>M000-002: UI COP<br>M000-003: MR Exp 1<br>M000-004: MR Exp 2<br>M000-005: MR Exp 3<br>M000-006: MR Exp 4<br>M000-007: CT Exp 1<br>M000-008: CT Exp 2<br>M000-009: CT Exp 3<br>M000-010: CT Exp 4<br>M000-011: COP Exp 1<br>M000-012: COP Exp 2<br>M000-013: COP Exp 3<br>M000-014: COP Exp 4 |
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