UMD-SRB02 Control Box
Uncontrolled Movement Detector
Installation Manual

Version 1.0

ATWELL
INTERNATIONAL

Contents

Overview

The movement detection control panel is designed to be installed with new lifts and retrofitted to existing passenger and goods lifts and used in conjunction with the bi-directional VG rope brake (VGRB2) and VG safety gears.

It has been designed and constructed to comply with all current UKCA and CE requirements, i.e. EMC, Low Voltage, RoHS, WEEE and more specifically to meet the requirements of EN 81-20:2020 (5.6. Precautions against freefall, excessive speed, unintended car movement and creeping of the car).

The movement detection controls connect to the main lift control panel. From here it can receive power and signals to tell if the lift doors are open, or that the lift over speed governor is operating correctly. It also sends signals to the lift to stop the lift at the next floor when a fault is detected.

The system will always deploy the brakes or safety gear immediately and interrupt the main lift safety circuit if over-speed is signalled.

The movement detector monitors movement by looking at an idler wheel resting on one of the main ropes. As the rope moves so does the idler wheel, and as the idler wheel rotates the movement and direction of movement is detected.

When the doors are open the system is checking for excessive movement. If excessive movement is detected then the brakes or safety gear, under its control will be deployed and in addition to this, an emergency stop signal will be sent to the main lift control panel, by means of interrupting the main safety circuit.

There are other functions included within the system such as an indication of status to assist fault finding, resetting of the brakes, manual override to test the deployment of the brakes, ability to bypass the system (allowing car top control, without deploying the rope brakes) and pit safety to monitor car movement when engineers are in the lift shaft or pit.

Power loss is catered for by the incorporation of an internal battery backup system to seamlessly switch from mains power to battery and back again without the need for manual intervention to reset the brakes or safety gear. But if during the power loss excessive movement occurs, or the overspeed governor trips, the brakes or safety gear will be deployed and a full reset will be required.

If during its normal operation, the system develops a fault then an error or alert signal will be sent requesting the lift stops at the next floor, doors opened, and stays there until the fault is corrected. During this time whilst the doors are open the system will continue to monitor excessive movement.

Safety Notes

Both employers and employees have a duty of care in relation to the health and safety of people or property which may be affected by their actions, or failure to act. Therefore, building owners or those who have responsibility for controlling buildings are required under the Management of Health and Safety at Work Regulations to ensure that their premises are safe and free from risk to health so far as is practicable. This includes access to the plant equipment and articles or substances used and in this particular respect will be relevant to the Workplace (Health, Safety, and Welfare) Regulations.

Installation, commissioning, and maintenance of this system should only be carried out by authorised persons who have received the necessary instruction because it is dangerous for any other persons to attempt to do so.

Any failure to take adequate precautions may render the authorised person guilty of negligence should an accident occur.

It is essential that a "Competent Person" has installed and commissioned this system. It is also essential that a "Competent Person" maintain this system in a safe manner and at regular intervals as described in this manual.

The "Competent Person" must have had adequate training in theory and practice together with experience of the equipment in question; to enable a true assessment of its condition for continued safe operation.

No alterations, modifications or repairs to this system or its components should be undertaken without the written consent and advice or instruction of the supplier Atwell International. Any advice or instructions from the supplier must be followed; any deviation may risk the safe operation of the lift. Even if consent is given then all the risks associated with the work will have to be suitably and sufficiently assessed by the owner before these alterations are implemented.

No replacement parts other than those specified or supplied by the supplier Atwell International should be used as incompatible parts may risk the safe operation of the lift. Genuine spares are available within 24 hours at a reasonable cost. But if spares are needed quicker then the exact same or equivalent parts may be sourced locally once the exact specification of those parts has been obtained and you have suitably assessed the implications of using non-standard parts. If there is any doubt then you should render the lift out of service and contact Atwell International or one of its appointed agents for assistance.

Owners Obligations

The Owner of the Lift or any delegated party shall inform the Maintenance Company immediately:

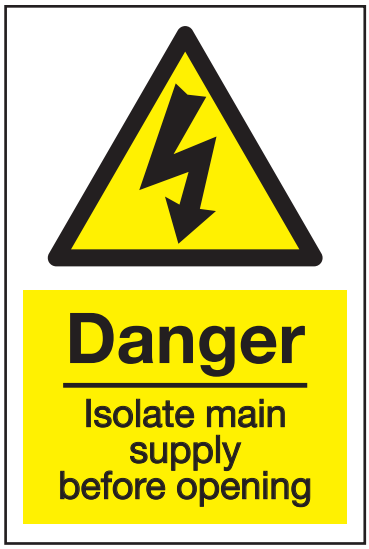
a) about any detected abnormal functioning of the installation;

b) before any modification work on the installation;

c) about any modification of any equipment or condition related to the installation which existed at the time of the original installation;

In the case of suspected or actual dangerous situations, the installation shall be put out of service immediately.

We strongly advise that you should carry out a Risk Assessment to determine, as completely as possible, the different intervention procedures of the maintenance operations and to associate appropriate safety measures with each of these procedures.



This Warning Label is incorporated into the control box lid graphic to warn you of Live Electrical Parts, DO NOT REMOVE the lid if you are not a competent electrician capable of safely assessing the potentially dangerous internal connections.

Specification

Operation

A sensor is fitted to an idler wheel or tension weight pulley or safety gear sensor acting on a wire rope attached to the lift car. The sensor will detect movement in either direction.

A controller box will be fitted nearby and connected to the sensor, main lift control panel, over-speed governor & VG rope brakes or VG safety gear.

Once the system has been installed and set up, the rope brakes or safety gear must be set.

The controller will receive an external signal to say that the lift doors are open, which will activate the system to “Monitor for movement”.

If movement is detected above the predetermined limit of 100mm to 900mm, (actual pre set limit is 150mm but can be modified to suit customer requirements) the controller will actuate a safety relay causing all safety systems to be deployed. Once deployed, the controller will deliberately not allow the lift to run or revert to a normal state until the rope brakes or safety gear have been manually reset.

If no movement was detected and the controller receives a signal to say the doors are closed it will deactivate and allow the normal operation of the lift and primary safety circuit.

During its operation, the control box will also continue to monitor the integrity of the connection to the sensor assembly. It will also monitor the status of the rope brakes or safety gear.

It will perform a simple self-diagnostic test to ensure all sensors are working, if a fault develops a fault signal will be sent to the main lift control panel to request it to bring the lift to halt at the next floor and open the doors (Please note the controller can only send the signal and not control stopping of the lift). When the lift doors open the rope brakes or safety gear will be deployed.

If during the monitoring phase, the connection to the sensor is lost, the rope brakes or safety gear will be deployed.

Due to the battery backup, if mains power fails with the doors open, the system will continue to operate and safely monitor for movement. If mains power fails when the doors are closed the system will automatically monitor for movement but will allow greater movement before applying the brakes.

The system is directly connected to the lift over-speed governor. So if over speed is signalled the rope brakes or safety gear will be deployed immediately.

Maintenance, other than checking the cleanliness of the idler pulley assembly, is not required for the actual components of the system, but it is strongly recommended that the operation is regularly checked and tested by competent persons (lift engineers) to comply with the regulations.

The System

The system is contained within a robust plastic enclosure. Fail Safe Design, easy site wiring especially with plug and socket options, where the sensors, brakes and controller will be connected via a plug and socket arrangement to assist on site wiring.

Power feed and lift panel connections will be the responsibility of the end customer.

Set of parts to be supplied in the full system include;

- Control Box (UMD-SRB02).
- Sensor Box (UMD-SP01).
- Sensor Mounting Bracket and fixings.
- Set of 3 interconnecting cables.
- Set of documentation (in English).

The Movement Detector (UMD-SP01)

The movement detector will be a fixed non-contact non-adjustable type.

The actual motion sensors are enclosed in a sealed enclosure to protect from moisture, vibration and tampering. This is a non-serviceable component, any doubt then it should be replaced by contacting Atwell International.

The movement detector is sprung mounted to a bracket. The bracket is directly mounted to the rope brake assembly. Alignment and tension on the rope can be adjusted during installation and to account for wear..

The Detector is constantly monitored, so if there is a fault with it or the connection to it then an ALERT signal will be sent to the main lift panel. This is to request the lift to stop at the next level, open the doors then render itself out of service. If the fault is detected whilst the doors are open then the brakes will be deployed, because this is the worst-case scenario and the system or safety gear must be fail safe.

The Controller (UMD-SRB02)

The controller will be enclosed in a Polycarbonate/ABS. IP40 rated enclosure suitable for the lift control room. It is approximately 290mm long x 260mm tall x 120mm deep.

With the exception of replacing the battery every 3 years it does not require any maintenance, other than periodical testing and inspection in accordance with your site risk assessment and the lift regulations.

It contains a programmable safety device, visual display screen, battery power supply and fuses.

With a simple modification to the door wiring connections now also complies with the latest EN81-20:2020.

Indication of the system status will be provided by messages displayed in the controller window

In addition to this a small visual display shows a text interface explaining the status and warnings.

Signals

Controller input power supply will be 230V or 110V AC 50/60Hz, it has an internal 12v DC control voltage, power supply and battery backup.

The system requires the following signals and connections to the external contacts to enable it to operate.

1. A car Door Open / Closed Input signal.
2. A landing Door Open / Closed Input signal.

These inputs should be a connected to a Dry / volt free, normally open, pair of relay contacts wired parallel. It only requires a maximum switching current of 0.25A 12V DC.

3. An over speed OK signal, normally closed when no over speed, opens when lift is over speeding.

Please note if the lift loses mains power the above door signals will open, therefore the third signal we need must be connected directly to the over speed governor switch, as if this signal opens the brakes will be immediately deployed.

Output signals from the controller will be volt free relay contacts. The contacts are rated for up to 2 Amp Max at 250VAC. These are:-

4. Main Lift Safety Circuit Output Signal.
5. Main Lift Alert Output Signal

If replacing the safety circuit fuse it must be a slow blow 2 Amp fuse (Part No. little fuse 0215002 MXEP)

Handling, Transport & Storage

The components of this system have been carefully packaged for shipping, including strapping and strong tape. If you use a knife to cut open the boxes, please be very careful to ensure that you only cut through the tape and straps and not through the cardboard potentially damaging the components inside.

Please inspect the components of this system thoroughly prior to attempting to install it. If the brakes, cables, controller or sensor has been or suspected to have been damaged or exposed to moisture, they should not be used. Please return them to Atwell International for examination and re-test.

The brakes, control boxes or sensors should never be lifted or carried by their cables. They should never be allowed to get wet or exposed to moisture.

WARNING: the lid should never be hung by the ribbon cable!!

Components Supplied

Please check that the following parts have been supplied and received in good order prior to attempting to install the system.

- Movement Detector (UMD-SP01).
- Movement Detector Bracket and fasteners.
- Control box (VG UMD-SRB02).
- Spare fuses. (2 types 2 of each).
- Green Mating Plugs.
- Manual & Documentation pack.
- 3 Prewired cables for simplified installation.
- 1 x Power lead.

Installation

General Advice

The area for which this unit is intended should comply with the lift room regulations so that its installation, operation and maintenance is carried out in a risk free environment.

Specific hazards arise for inadequate lighting, untidy work area, trip hazards and poor access.

The Control Box (UMD-SRB02)

It is recommended that the Control box is ideally mounted at approximately 1.5 metres high on to a solid wall adjacent to the main lift control panel and close to the rope brake and monitoring pulley position. Consideration should be given to access for operation and maintenance of the control box as well as ease of cable runs.

Wiring

Once the control box is in place, cable runs can commence. See Drg. page 16 CONNECTION OVERVIEW DIAGRAM for help to plan the cable runs.

There are Plug and Socket connectors supplied, cable support precautions should be used to to prevent strain and damage to the individual cores.

We would strongly suggest that the power is fed from the main lift panel protected by a circuit breaker Type D rated at 3 Amps. This must be a permanent supply and not routinely isolated or disconnected as the battery back up in the UMD will be operated beyond its intended use. The back up is designed for very infrequent and intermittent use. The brakes are designed to be permanently energised and only deployed in the event of an emergency or routine monthly inspection. Any installed cables and connections must also comply with local regulations.

The battery backup will maintain the brakes whilst the lift is stopping, and for a short period of 10 - 20 minutes. After this time the brakes will be deployed and the system will require a full reset once mains power has been restored.

The external plug connections are fitted so as to prevent the need for access inside of the control box.

During wiring great care must be taken to ensure that there is no risk of short circuits from stray strands, cross connection, loose terminals or strain on cable joins. All terminations should be made using boot lace ferrules or similar and each wire appropriately identified with its corresponding wire number at each end of the cable. Wiring of power and internal main lift connections must be carried out by a competent electrician, and checked prior to applying power.

Wiring (continued)

SAFETY NOTE: Once connected to the main lift control panel there will be potentially live connections within the VG UMD-SRB02 enclosure and the terminal housing even when the fuses for the enclosure have been withdrawn.

Fitting of fuses & battery connection

Note: Fuses are all now fitted at the factory prior to dispatch. The control box is shipped with one battery lead disconnected. This needs to be connected before the system is put into service.

Wiring (continued)

Make sure power is disconnected prior to attempting to check or replace fuses. As there are live terminals connected through to the end of the fuse so if you touch the fuse it could be Live!

Please check rating against labels of each fuse.

F1 = Internal Power Supply 500mA if 240v supply 800maA for 110v Supply

F2 = Control voltage 2.0Amps (12V DC)

The Fuses we use are Manufactured by SIBA and they are:

5mm diameter x 20mm long glass fuses

Connections to the Main Lift Control Panel must be carried out carefully to ensure that the correct function of the signals is produced.

The control box input signals are 12V DC 100 mA they require a dry / volt free relay contact normally open and energised when the Car and Landing doors are closed.

In addition, a connection directly to the normally closed (when not in over speed condition) over speed governor switch is required.

The operation of these switches is essential to enable the VG UMD-SRB02 to operate safely, i.e. If a cable is broken or the lift over speeds the UMD-SRB02 will be FAIL SAFE. i.e. any problems, the rope brakes or safety gear will be deployed.

The connection from the Main Lift Panel such as Alert signal and emergency stop must be 230 Volts maximum and must not exceed 2 amps. The control box provides dry / volt free relay contacts for your signals.

On page 16 / 17 there is a list of all the electrical connections to the multipole plug and their functions.

Wiring (continued)

SAFETY NOTE:

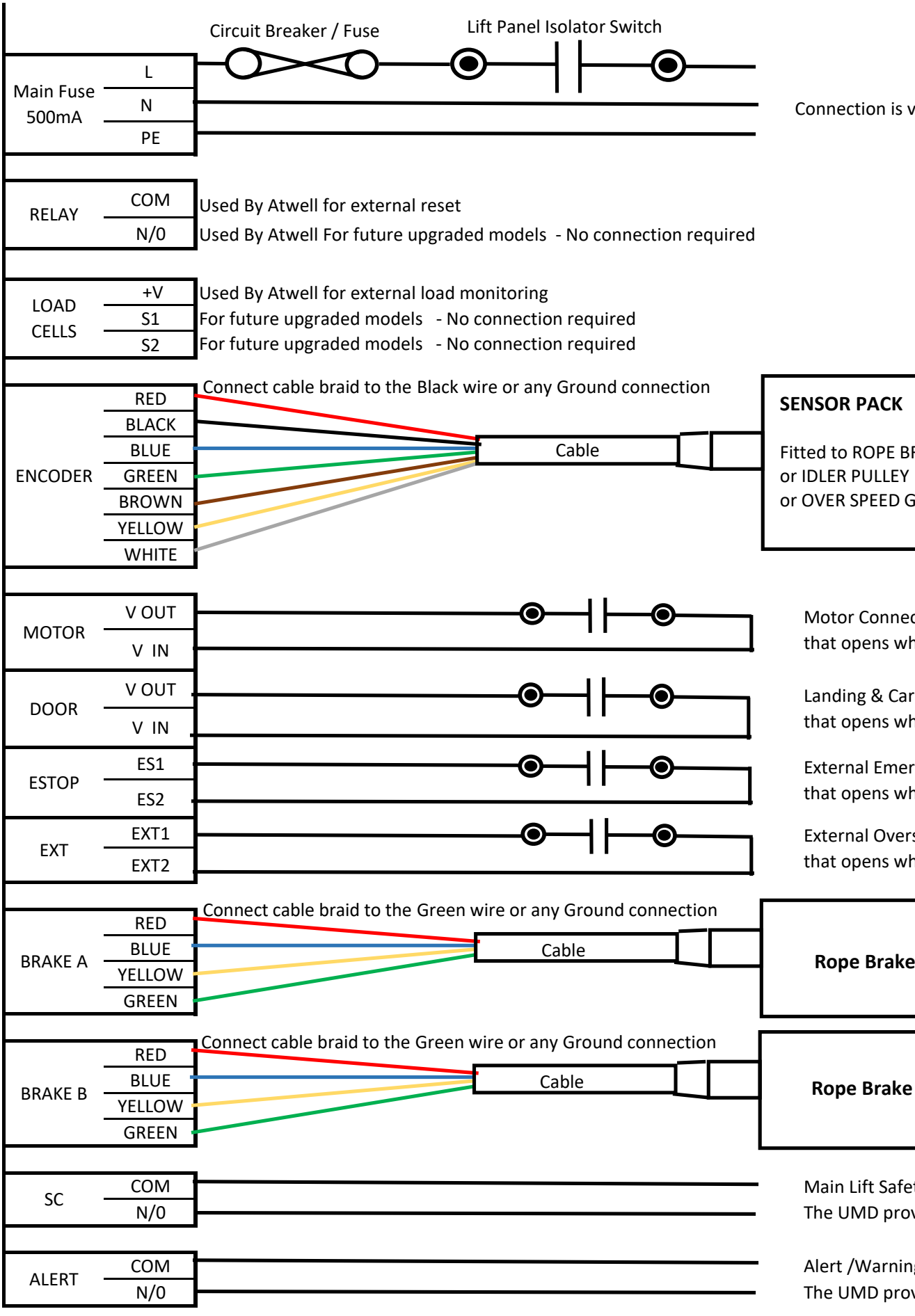
DO NOT TAMPER WITH THE CONTROL BOX

If it does not allow the brakes to reset then
there is still a problem with the lift!

Rectify the problem and the controller will allow a reset.

Do not leave the lift to run in "engineer mode", this is purely a function to allow you to carry out maintenance on the lift without triggering uncontrolled movement. You will have circumvented the part of the safety circuit.

Wiring (continued)



ai the supplied plug in IEC Lead, reccomendations is to use a local switched fused spur.

RAKE

OVENOR

ction, The UMD needs a Volt Free / Dry contact
hen the motor is off, the contact should close when the motor is running.

Door Contact, The UMD needs a Volt Free / Dry contact
hen the car door is open, the contact should close when the doors are closed.

gency Stop, The UMD needs a Volt Free / Dry contact
hen the brakes needs to be deployed the contact should be linked across if not required

speed Govenor, The UMD needs a Volt Free / Dry contact
hen the brakes needs to be deployed the contact should be linked across if not required

A

B

ty Circuit, It should be wired in series with all other limit switches
vides a Volt Free / Dry contact, it will open when the brakes are deployed or lift is at electrical tripping speed.

g signal, a request to stop the lift at the next floor and take the lift out of service as a fault has been detected.
vides a Volt Free / Dry contact, it will open when there is a fault detected and closes whel all is OK.

Mechanical Installation

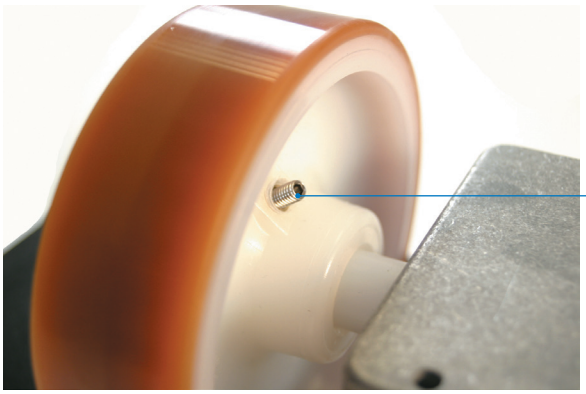
For information on mechanically installing the VG rope brakes or VG safety gear please see the specific documentation for the individual items as supplied.

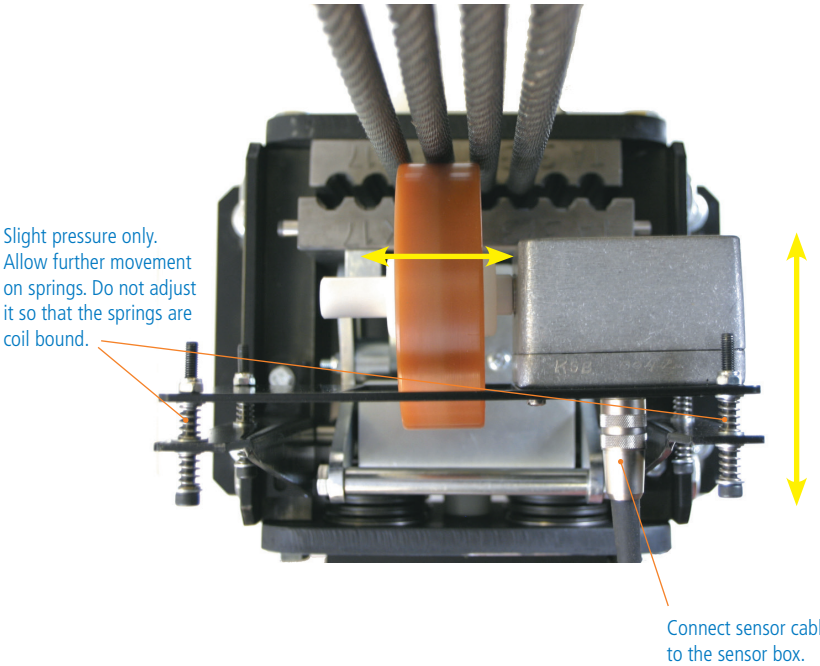
Please note this device is a precision encoder device and is not capable of withstanding a drop or severe mechanical shock, so never use a hammer to adjust it.

It is also sealed, there are no user adjustable or repairable parts inside it, all warranties will be void and the product will be destroyed if you open it. If you suspect it is faulty then replace it, return to Atwell International who will inspect it and will supply a replacement unit if it was found to have failed under warranty.

Securely bolt the brackets supplied to the tapped holes provided in the rope brake side bars, adjust backward or forward for **slight tension** against the rope.

It may be necessary to adjust the alignment of the wheel to the rope. This is done by carefully unscrewing the M4 cap head retaining screw on the wheel, and then sliding the wheel so the rope is centred on the wheel. Re-tighten the M4 cap headscrew onto the shaft.





Check for smooth operation and no excessive play or run out.

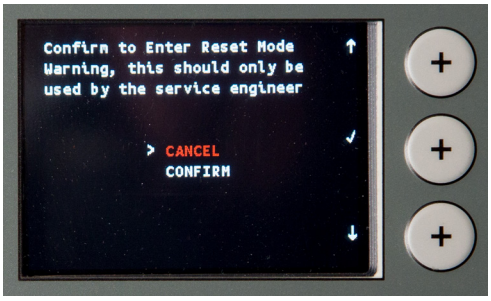
Connect the other end of this sensor cable to the UMD-SRB02 panel via the connecting plugs, if you have not done so yet.

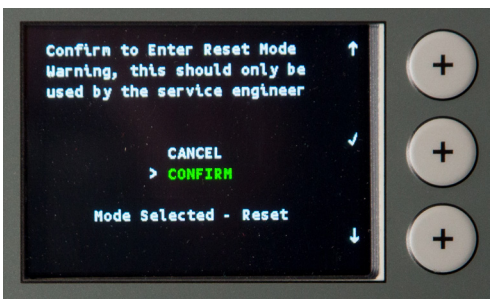
Normal Operation

Resetting the System

To “SET” the system for the very first time is the same procedure as each time you need to “RESET” the system, and that is as follows.

- Check that all faults are cleared and that there is no reason why the lift cannot be put back into service. i.e. reason for brakes to be deployed has been rectified. (If there are faults rectify them first.)
- 1. Check the visual display on the UMD-SRB02 control panel for the reason of engagement.
- 2. Carry out a visual inspection of the VG Rope Brake/s Checking which brake has fully engaged.
- 3. Investigate the reason for the engagement and carry out the appropriate action.
- 4. Read Local Hand Winding Instructions.
- 5. To reset the brake(s) Press the GREEN reset button.
- 6. Select Confirm to enter Reset Mode (relay should sound).
- 7. Perform a manual reset on the Brake/s and press the GREEN reset button on the panel. The Screen will then return home. Download the VG Robe Brake Manual for guidance.
- 8. On the deployed but not fully engaged rope brake, using the Rope Brake handle to re-engage the drop jaw with the electro-magnet. Check the Rope Brake set is lit on the control panel.
- 9. Hand wind the machine in the opposite direction of the engagement for approximately 25mm. This will free the drop jaw from the ropes.
- 10. On the deployed and engaged rope brake, using the Rope Brake handle re-engage the drop jaw with the electromagnet. Check the Rope Brake set is also lit on the control panel.
- 11. Continue to follow the local hand-winding instructions for the geared machine.
- NOTE: If there is no power and the battery backup has failed after 30minutes release the drop jaw and insert the plastic mechanical stops at the back of the drop jaw to prevent the jaw from re-engaging.





Normal Operation (continued)

TO RE-INSTALL LIFT SERVICE FOLLOWING HAND WINDING

1. Ensure both rope brakes are reset and the corresponding green lights are lit on the control panel.

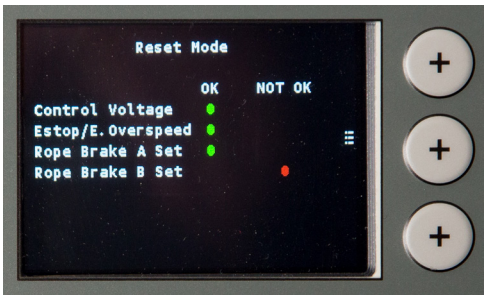
2. Ensure the reason for the engagement has been fully investigated and resolved.

3. Check the lift is operating correctly.

WARNING - If the safety devices controlled by this controller are bypassed it will revert to normal running in one hour.

4. The rope brakes will require lifting into position, and then they will hold there.

5. The System is now SET.



IF THE ROPE BRAKES ARE NOT RESETTING

- Check wiring and connections.
- Check the wiring of the switch and magnet.
- Check the connection of the 8 pin plug.
- Check for overspeed circuit fault.

Bypassing the System (Engineer Maintenance Control)

To "BYPASS" the system you will disable the movement detection function, but if the lift over speeds or free falls then the brakes or safety gear will still be deployed.

This function is purely for testing and maintaining the lift. If you are sure you need to bypass the movement detection then this is how it should be done.

- Select Menu.
- Mode Select.
- Select By-Pass.
- Select confirm.
- The controller will then remain in By-Pass for 1 hour only and then return to normal running.

To get back to normal running mode.

- Select Menu.
- Mode Select.
- Run.

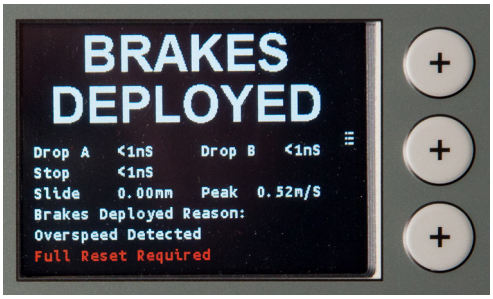
Normal Operation (continued)

Test Deployment of Brakes

To test deployment of the rope brakes or safety gear follow the procedure below;

Note: this will also send an emergency stop signal to the main lift panel to prevent the lift from moving. This stop signal can also be tested this way.

- Check that there is power at the controller i.e. “Control Voltage” LED is illuminated.
- Select menu.
- Select Engineer mode.
- Enter pass code 554.
- Return to main screen.
- Press red test button.
- Select static test: You then have 30 seconds to deploy the brakes or Safety gear.
- Screen will show deployed.



TO RESET

- Press Green reset button.
- Select confirm.
- Manually reset brakes or safety gear.
- Press Green reset button.
- Screen will show reset.

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Uncontrolled Movement Settings

These parameters are variable and should they require changing, please contact Atwell International for details.

Site Testing of Uncontrolled Movement

Test 1 - Slow speed creep away from the landing entrance.

1. Check local operating conditions and guard the lift entrance in accordance with local requirements.
2. The lift should be parked at a landing floor with both the landing and car doors open.
3. Ensure the VG UMD-SRB02 control box is monitoring the lift doors (Red).
4. Description of levelling & re-leveling 0.8m/sec 0.30m/sec
5. Fix the hand winding wheel to the machine and slowly hand wind the lift until the rope brake is triggered and the drop jaw has engaged the ropes.
6. Measure the height between the car floor and the landing floor. This should be a maximum of 150mm.

Test 2 - Sudden loss of traction.

1. Check local operating conditions and guard the lift entrance in accordance with local requirements.
2. The lift should be parked at a landing floor with both the landing and car doors open.
3. Ensure the VG UMD-SRB02 control box is monitoring the lift doors (Red).
4. Lift the machine parking brake and allow the lift to run away uncontrolled until the rope brake is triggered and the drop jaw has engaged the ropes or for the safety gear on the rails.
5. Measure the height between the car floor and the landing floor. This should be 150mm plus the slide distance (check the specific lift calculations). This combined total should be no more than 900mm as stated in EN81-20:2020.

Bi-Directional VG Rope Brake Installed
Disengage Before Hand Winding

RELEASE INSTRUCTIONS

1. Check the Visual display on the VG-SRB02 control panel.
2. Carry out a visual inspection of the VG rope brake/s checking which brake has fully engaged
3. Investigate the reason for the engagement and carry out the appropriate action
4. Read Local Hand Winding Instructions
5. To Reset the brake/s press the GREEN Reset Button
6. Select Confirm to enter Reset Mode (relay should sound)
7. Perform a manual reset on the Brake/s and press the RED reset button on the panel. The Screen will then return home. Download the VG rope brake manual for guidance.
8. On the deployed but not fully engaged rope brake, using the Rope Brake handle re-engage the drop jaw with the electro-magnet. Check the Rope Brake set is lit on the control panel.
9. Hand-wind the machine in the opposite direction of the engagement for approximately 25mm. This will free the drop jaw from the ropes.
10. On the deployed and engaged rope brake, using the Rope Brake handle re-engage the drop jaw with the electro-magnet. Check the Rope Brake set is also lit on the control panel.
11. Continue to follow the local hand-winding instructions for the geared machine.

    NOTE: If no power and the battery back up has failed, release the drop jaw and insert the plastic mechanical stops to the back of the drop jaw.

TO RE-INSTALL LIFT SERVICE FOLLOWING HAND WINDING

1. Ensure both rope brakes are reset and the corresponding green lights are lit on the control panel.
2. Ensure the reason for the engagement has been fully investigated and resolved
3. Check the lift is operating correctly.

Regular Maintenance

It is essential that a "Competent Person" maintain this system in a safe manner at regular intervals.

We would recommend that a monthly interval for an observational check, then every 3 months to 6 months for more thorough cleaning and checking, then an annual test.

The "Competent Person" must have had adequate training in theory and practice together with experience of the equipment in question; to enable a true assessment of its condition for continued safe operation.

No repairs to this system should be undertaken without the advice and instruction of the supplier (Atwell International). The advice and instructions from the supplier must be followed, any deviation may risk the safe operation of the lift.

No replacement parts other than those specified or supplied by the supplier (Atwell International) should be used as incompatible parts may risk the safe operation of the lift. Genuine spares are available within 24 hours at a reasonable cost, but if they are needed quicker then exact same or equivalent parts may be sourced locally once the exact specification of those parts has been obtained and you have suitably assessed the implications of using non standard parts. If there is any doubt then you should render the lift out of service and contact Atwell International or one of its appointed agents for assistance.

Safety Note

During any Maintenance work great care must be taken to prevent coming into contacting any live terminals, if there is any doubt then isolate the device, and test it with a multimeter to be sure it is not live. Because this controller connects to external power sources then do not assume that because the fuses are out there is no potential for electric shock.

Maintenance Instructions

Controller

Monthly

- Ensure exterior of the cabinet is clean and dry and free of dust.

6 Monthly

- Check Fuses are correct rating and are intact.
- Check cable entry points are secure and free of damage.
- Check cables are strain free, adequately supported.

12 Monthly

- Check that the control voltage is at least 12V DC and no more than 14.5VDC.
- Check that when running on Battery the control voltage is at least 12.2V. If not charge the battery for 12 hours and test again, if it does not hold a charge it must be replaced.

36 Monthly

- Replace the battery after a maximum of 36 months of service.

Movement Detector Assembly

Monthly

- Check cleanliness of the pulley and clear any debris or of dust from assembly.

6 Monthly

- Check all moving parts for free movement and wear.
- Check rope alignment & excessive wear.
- Check bearings for play and end float.
- Lubricate springs when necessary.
- Check the security of all parts, ensure all nuts and bolts are tight.

Operational Checks

12 Monthly

- Check the correct functioning of the Test / Run / Reset / Bypass.
- Check the correct functioning of the Electric safety devices.
- Check the deployment of the brakes.
- Check the correct functioning of the Error signals by removal of the encoder cable connection and check the encoder message on the screen.
- Check the movement detector (open the doors and move the idler wheel through 1 revolution, the brakes should be deployed).

If during the routine visits it is apparent that there are any signs of damage or wear or abuse to any of the components of the system, then you must remove the lift from service until the faults are remedied and the installation is tested by a competent person.

Spare Parts

Fuses 3- Ratings

Battery

Cables

Sensor Pack (complete with mounting plate)

Mounting Hardware

Please Contact us for immediate despatch and compliant parts.

General Information

Electrical Supply Voltage	230V +/-10%
Number of Phases	Single Phase, Neutral and Earth
Frequency	50 / 60 Hz
Full Load Current	2.0 A
Normal Running Current	0.5 A
Type Of Safety Component	Bi-Directional Rope Brake or VG Safety Gears

Definitions

For the scope of this documentation, the following terms are clarified to have the described meanings.

Owner of the Lift

The natural or legal person who has the power of disposal of the lift and takes responsibility for its intended operation and use.

Emergency

An abnormal situation in which persons require outside assistance.

Fault

A situation of operation in which the safe operation of the lift for its intended use is restricted or impossible.

Installer

The natural or legal person who takes responsibility for the design, manufacture, installation and handover of the lift, including its safety components.

Maintenance Company

A company that is given responsibility for carrying out company maintenance operations, and which has competent persons at its disposal.

Maintenance Operations

All necessary operations (lubrication, inspections, cleaning, operations etc.) to ensure the correct and safe functioning of the lift after the completion of the installation.

Repair

Replacement or repair of defective and/or worn components.

Safety Components

Components which are defined as safety components in either the EU Lifts Directive (2014/33/EU) or the UK Lift Regulations (2016).

Competent Maintenance Person

Persons with the knowledge, technical ability and equipment able to perform the tasks allocated to them without danger.

Very Important

Under no circumstance should any unauthorised attempt be made to read or alter the program within the safety controller.

The software contained is complex and has been meticulously inspected and passed by the British Standards Institute for compliance to the applicable safety standards.

The software is under strict version control, it has been thoroughly tested, it has inbuilt redundancy and in built self checking for errors, the timing and order of the code is critical.

We strongly advise that under no circumstances should any unauthorised person attempt to gain access or alter the program.

If any attempt is made it will be logged and your warranty and any responsibility placed upon Atwell International will be immediately removed from ALL sites under your control, there will be no exceptions.

We will also report this as deliberate tampering with safety devices to the relevant approved bodies who certify your lifts.

Help Page

To find useful help and information regarding basic settings and guides:

- Select 'Menu'.
- Select 'Help'.

Serving the lift industry since 1996

To find out more, visit our website

www.atwellinternational.com

or call us on

+44 (0) 1905 641 881

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