ELETTROQUADRI
move the excellence

INSTALLATION MANUAL

MICROPROCESSOR SYSTEM

EQMPP

FOR ELEVATING PLATFORMS

CE

TRANSLATION OF THE ORIGINAL INSTRUCTIONS

ENGLISH

2024- Rev. 1.5

REVISION	REASON FOR REVISION	REVISION DATE
1.3	Graphical update	26/07/2019
1.4	Text update	02/09/2024
1,5	New logo	03/12/2024

CONTENTS

1 GENERAL INFORMATION

1.1. INSTALLATION MANUAL

The Installation manual is an integral part of the board and must be kept with care and accompany the board throughout its entire life cycle, right up to final scrapping.
The manual has been drawn up by the Manufacturer to provide all the necessary information to those authorized to interact with the machine during its expected service life: buyers, installers, expert operators and specialized technicians.

ELETTROQUADRI S.r.l. declines all liability for improper use of the board and for damages caused as a result of operations not considered in this manual or in any case unreasonable.

1.1.1. REPRODUCTION LIMITS AND COPYRIGHT

Reproduction of the manual, even partial, and distribution by any means, unless expressly authorized by the Manufacturer, is prohibited.
Any unauthorized reproduction will be prosecuted in the manner and times prescribed by the laws in force.

1.1.2. UPDATES

Illustrations of the board are provide for explanatory purposes only and are not binding for the Manufacturer.
The manufacturer reserves the right to make any changes to components, parts and/or supplies for the purpose of making improvements or for any other reason, without having to update this manual unless said changes alter machine operation and/or safety.

IMPORTANT
The Manufacturer reserves the right to make changes without prior notice.

IMPORTANT
Any additions to the manual which the manufacturer deems appropriate to send to users must be kept together with the manual, becoming an integral part thereof.

1.1.3. CARE OF THE INSTRUCTIONS

The Installation manual must be kept by a person responsible for said task, in a suitable place, so that it is always available for consultation in optimum condition.
It must always be easy to find and consulted by the skilled operators and must always accompany the board in the case of transfer or resale.

CAUTION

The manual must be kept with care and replaced if it deteriorates and/or becomes illegible.

1.1.4. HOW TO PRINT THE INSTRUCTION MANUAL

CAUTION

ELETTROQUADRI S.r.l. ***shall not be held liable for any misinterpretation of the information contained herein if printing has not been executed correctly.***

1.2. HOW TO USE THIS MANUAL

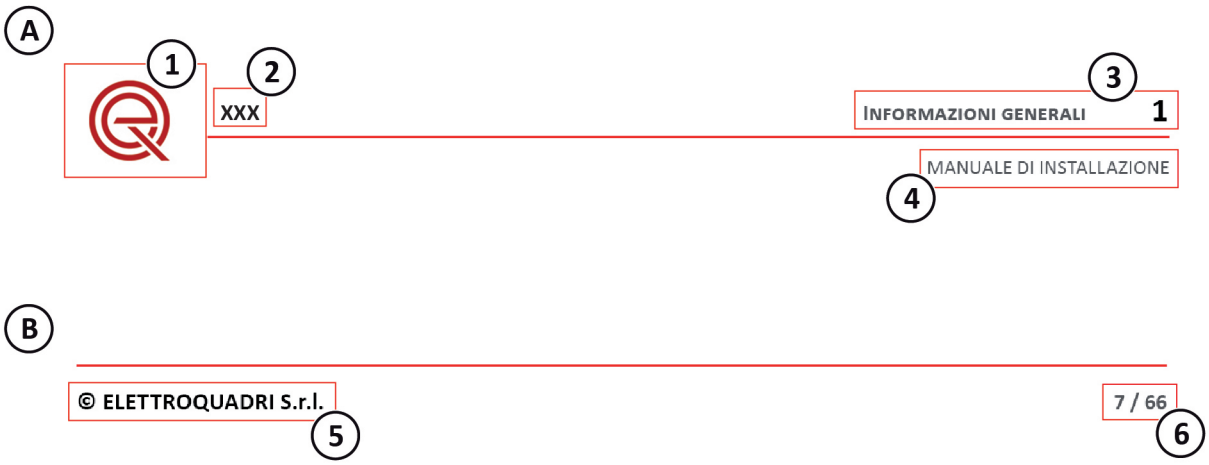
The encharged operators must, under their own responsibility, read this manual carefully before using and programming the board.

IMPORTANT

Keep this manual for the board's whole life cycle in a known and easily accessible place, so that it is always available when needed.

1.2.1. PAGE LAYOUT

The logic applied to the page layout of these instructions is presented and described below.



Key:

A. MANUAL HEADING
B. FOOTNOTES
1. Manufacturer's logo
2. Board model
3. CHAPTER of the Installation Manual section - NUMBER and NAME
4. Type of manual
5. Manufacturer's name and copyright
6. Number corresponding to the current page and total number of pages in the whole manual

1. Title	Chapter Title. (1.*"Chapter number"*)
1.1. Title	Heading. (1.*"Chap. No."* 1.*"Heading Number"*)
1.1.1. Title	Sub-heading. (1.*"Chap No."* 1.*"Heading no."* (1.*"Sub-heading number"*)
1. list	Numbered list, for identifying operations in succession.
• list	Bullet points, for general lists.

The references inside the figures may consist of letters (A, B, C ...) or sequential numbers (1, 2, 3 ...).
Each figure with a reference may be followed by a **Key** describing the indicated elements.

1.2.2. SYMBOLS

For the purpose of highlighting important parts of the text or important specifications, certain symbols have been adopted, the meaning of which is described below.

GENERIC HAZARD

Indicates situations of potential danger that, if overlooked, can seriously endanger people's health and safety.

GENERAL OBLIGATION

Indicates information or a precaution that must be observed to avoid operations that may damage the board, or in any case, a part of the text that deserves specific attention.

IMPORTANT

Indicates technical information of particular importance which should not to be overlooked.

ENVIRONMENTAL NOTE

Indicates the obligation to dispose of waste materials in an ecological manner.

ELECTROCUTION HAZARD

Indicates situations of potential danger that can seriously endanger people's health and safety.

1.2.3. GENERAL DEFINITIONS

Some recurring terms in the manual are described to ensure a more complete understanding of their meaning.

ELETTROQUADRI S.r.l., the manufacturer of the aforementioned board, will be referred to as the **Manufacturer.**

Danger zone:
any area inside and/or near the electric cabinet containing the board in which the presence of a person constitutes a risk for the health and safety of said person.

Exposed person:
any person who is completely or partially inside a danger zone.

Installer:
Skilled technician for board installing/programming.

Maintenance personnel:
Person responsible for servicing and repairing the board.

1.3. MANUFACTURER'S DATA

ELETTROQUADRI S.r.l.

Via Puccini, 1
21050 Bisuschio (VA) - Italy
Tel. +39 0332 470049 - Fax. + 39 0332 474032
www.elettroquadri.net

1.4. AFTER-SALES ASSISTANCE

For any assistance, contact the Manufacturer's Assistance Service.

CAUTION

The Manufacturer declines all liability for accidents involving persons or things caused by a failure to observe the instructions and regulations provided in this manual or the non-observance of the safety and accident prevention regulations in force in the country of machine use.

1.5. WARRANTY

The EQMPP board warranty is valid for 1 year.

ATTENTION

The Manufacturer declines all liability for accidents involving persons or things caused by a failure to observe the instructions and regulations provided in this manual or the non-observance of the safety and accident prevention regulations in force in the country of machine use.

1.6. TESTING

The board was tested during the production phases on the manufacturer's premises.

2 SAFETY

2.1. BOARD CERTIFICATE

No. 1143 Rev. 0

CERTIFICATO DI PROVA

TEST CERTIFICATE

PRODOTTO / PRODUCT

TIPO / *TYPE* **CIRCUITO STAMPATO CON COMPONENTI ELETTRONICI CONNESSO ALLA CATENA DELLE SICUREZZE DELL'ASCENSORE**
PCB WITH ELECTRONIC COMPONENTS CONNECTED TO THE SAFETY CHAIN OF THE LIFT

MARCA / *TRADE MARK* **TECNODAL**

MODELLO / *MODEL* **EqMpp_D**

RICHIEDENTE / APPLICANT

TECNODAL SRL - VIA SEGANTINI 35/B – 22046 MERONE (CO)

COSTRUTTORE / MANUFACTURER

TECNODAL SRL - VIA SEGANTINI 35/B – 22046 MERONE (CO)

RISULTATO DELLE PROVE / TEST RESULTS

Un campione del prodotto specificato è stato provato ed è risultato conforme alle norme/specifiche tecniche qui sotto indicate / *A sample of above product was found to be in compliance with the Technical specification(s) / standard(s) listed below.*

DETTAGLI DELLE PROVE / TEST DETAILS

SPECIFICHE TECNICHE E/O NORME DI RIFERIMENTO / *TECHNICAL SPECIFICATIONS AND/OR STANDARDS*:

EN 81-20:2014 PAR./*clauses* 5.11/5.11.2.1.2/ 5.11.2.3 E/*and* EN 81-50:2014 PAR./*clauses* 5.15
EN 81-1:1998 + A3:2009 E/*and* EN 81-2:1998 + A3:2009 (PAR./*clauses* 14.1.1; 14.1.2.1.3; 14.1.2.3)
(PER QUANTO APPLICANBILE / *as far as applicable*)

RIFERIMENTO PRATICA IMQ / *IMQ ASSESSMENT FILE:* 50SQ00012

cosign
IMQ

DATA EMISSIONE / *ISSUE DATE* 2016-06-28

1/1

Questo Certificato di Prova è il risultato delle prove effettuate sul campione di prodotto presentato, seguendo le prescrizioni delle norme/ specifiche tecniche citate. È emesso in conformità al sistema di certificazione di prodotto della norma EN ISO/IEC 17067; pertanto, non implica un giudizio sulla produzione e non permette l'uso di un marchio di conformità. Solo la completa riproduzione di questo Certificato è permessa senza l'autorizzazione scritta dell'IMQ.
This Test Certificate is the result of testing a sample of the product submitted, in accordance with the provisions of the specified Technical Specifications/Standards. It is issued according to product certification system of EN ISO/IEC 17067; therefore, it does not imply any judgment on the production and it does not permit the use of a mark of conformity. Only full reproductions of this Certificate are allowed without written permission of IMQ.

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www.imq.it

Mod. 923/3

2.2. SAFETY WARNINGS

2.2.1. GENERAL WARNINGS

ATTENTION

Consequently, any intervention which alters board configuration shall automatically exonerate the manufacturer from all liability.

Consequently, any use other than those indicated in this manual shall exonerate ELETTROQUADRI S.r.l. from all liability for any risks which may occur.

2.2.2. WARNINGS FOR INSTALLER SAFETY

Before commencing work, the Installer must be fully knowledgeable of board function, configuration, and technical operating characteristics.

ATTENTION

Any work to be performed on the board requires maximum caution from the Installer.

IMPORTANT

Works on the board must be performed in strict observance of operational competences. The Manufacturer declines all liability for any failure to observe said competences.

ATTENTION

During operations the operator must wear all the necessary Personal Protective Equipment (PPE).

ATTENTION

The Installer must NEVER perform operations or manoeuvres on his own initiative which are not within his sphere of competence and may jeopardize his own safety and that of others.

2.3. IDENTIFICATION OF OPERATING PERSONNEL

Operating personnel are the operators employed to perform installation, programming and maintenance activities depending on specific skills and qualifications, who, in all cases:

- are fully familiar with the instructions provided in this document on which they have been specifically trained and instructed;
- have gained sufficient experience and knowledge in the specific field of work.

When one of the following symbols is found at the start of a page or alongside a specific part of the text in this document, it means the operations described are the exclusive competence of a specific operator. The symbol also indicates the level of qualification required for the specific operator in question.

INSTALLER

Person with specific and certified technical qualifications responsible for electrical work on the machine who can, in complete autonomy:

- perform maintenance, disassembly, assistance, replacement and reassembly operations on electrical parts and equipment;
- pinpoint failures/electrical damage and determine the cause;
- perform calibration operations;
- envisage hazards deriving from these operations.

ELETTROQUADRI's QUALIFIED TECHNICIAN

Expert technician employed by the manufacturer who is suitable and qualified to perform the same tasks as the Installer.

The Expert Technician is able to perform specific activities (e.g. mechanical, electrical and electronic) not covered by the user's sphere of competence and which therefore cannot be executed autonomously (e.g. supervision of installation, testing, adjustments, optimization, etc.). The Manufacturer, if stipulated in the contract with the user, may in any case guarantee, if needed, expert technical intervention via the after-sales assistance service.

2.3.1. PERSONAL PROTECTIVE EQUIPMENT

PICTOGRAMS	DESCRIPTION
	SAFETY FOOTWEAR MUST BE WORN
	PROTECTIVE GLOVES MUST BE WORN
	PROTECTIVE CLOTHING MUST BE WORN

2.4. CORRECT USE

The EQMPP board may ONLY be used in electrical lift control cabinetsELETTROQUADRI S.r.l..

2.5. INCORRECT USE

The board MUST NOT be used:
- for any uses other than those described in heading 2.4 "Correct use".

2.6. RESIDUAL RISKS

Even when the safety regulations and rules of board use are observed as indicated in this manual, the following residual risks need to be noted:

Residual risk of electrocution
Risk of electrocution relating to all parts which remain live when the cabinet is opened.

3 INSTALLATION

3.1. FIRST CONNECTION (TENSIONING THE INSTALLATION)

To move the platform inside the shaft, before the safety contacts are installed, make the following connections:

- with three-phase power: R, S, T, GND, (neutral);
- with single-phase power: F, N;
- motor and brake or solenoid valves (for a variable speed drive, connect the shielded cable between the cabinet and the motor);
- motor thermistors between the TP and GND terminals;
- turn the inspection switch on the panel to “ISP”;
- jumper the safety chain terminals together;
- jumper +24 and J3/7 together (with two accesses: with +24 and J3/8 jumpered).

The system will respond to the up and down travel commands as described in par. 3.2 Inspection control.

IMPORTANT

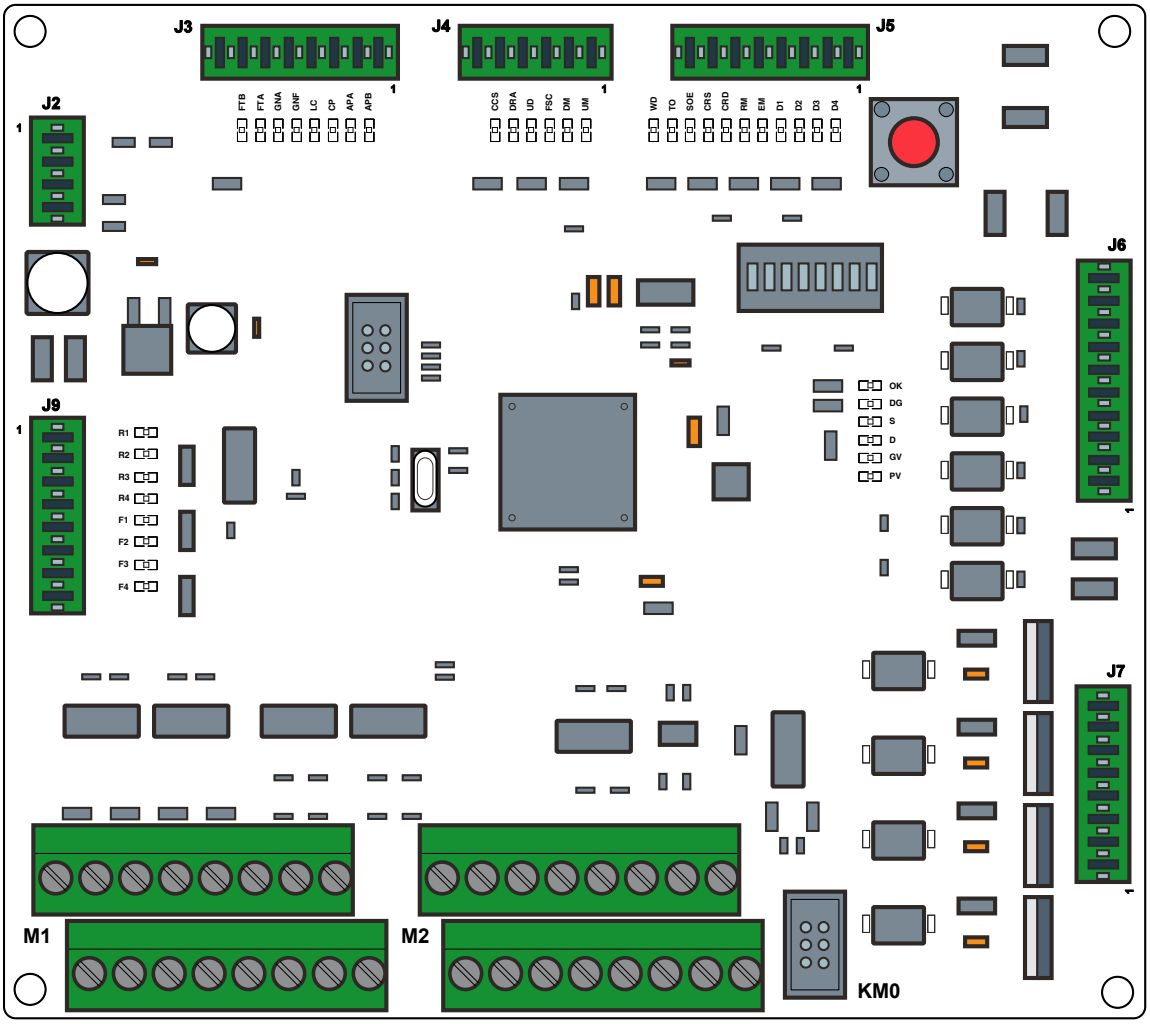
For the numbers of the terminals, refer to the system's wiring diagram.

CAUTION

Before putting into operation remove all jumpers previously wired.

3.2. INSPECTION CONTROL

3.2.1. COMPOSITION OF THE EQMPP BOARD



Inspection control is actuated by switching the respective control panel switch from "**NOR**" to "**ISP**"; the **RM** relay will excite and send the inspection control active signal to board input **J5/2** (RM), following which the board will check the safety chain and then activate the contactors by setting the up or down direction depending on the commands received and check that they excite/de-excite accordingly. There are two ways to move the car in inspection mode:

a. by acting directly in series with the safety chain, so that inputs **J6/1** (▼) and **J6/2**(▲) directly receive the "**down**" and "**up**" button commands;
b. from inside the car, using the buttons for the first two floors **0C** (M1A/1) for down travel and **1C** (M1A/2) for up travel;
c. using the "down" and "up" buttons on the control panel.

The **CRS** and **CRD** phase plugs will limit the travel of the car to the top and lowest floors so that it stops at the floor level to enable the technician, in case b), to exit the car.
To prevent repeated pulse operation in one direction of travel followed immediately by reverse travel, a delay of 1 second has been set between the release of a button and the response of the EQMPP board to the next pressure of the same or another button.
Once the inspection control has concluded, the car resets.

3.3. RESET CONDITIONS

The board loses knowledge of the car position under the following conditions:

- Loss of power.
- After the inspection control.
- When reset button on the board is activated.
- After actuation of the deceleration controls CRS/CRD with the car out of step.
- After faults where reset to the lowest floor is needed.

The reset sequence will always bring the car to lowest floor; different conditions are possible:

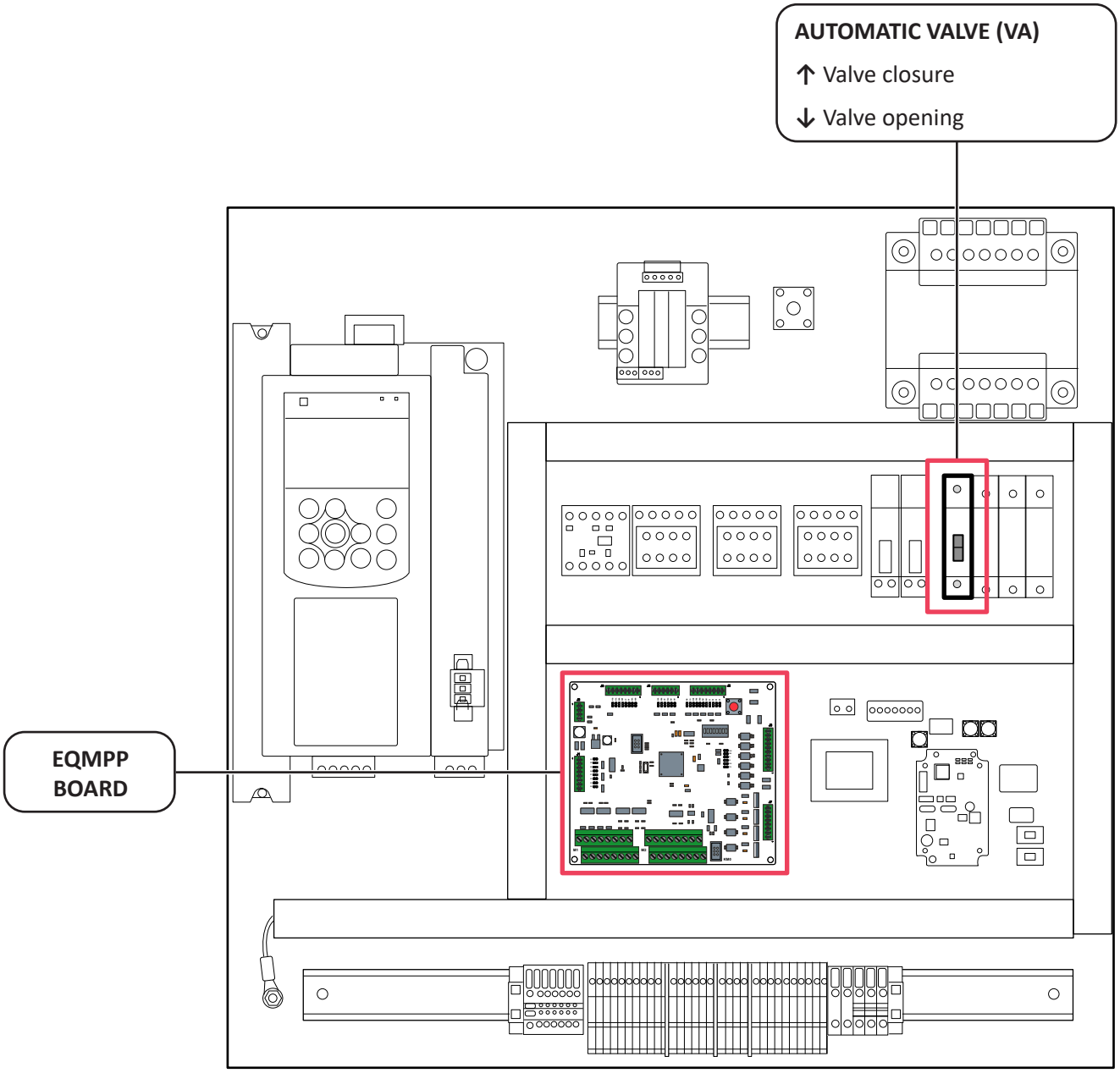
Position of car	Reset contact	Led	Type of reset
at the lowest floor	CRD closed	UM on DM on	run when stationary
just above the lowest floor	CRD closed	UM off DM on	the car starts moving down at low speed and stops when it encounters the two magnetic strips at the lowest floor
above the lowest floor	CRD open	UM off DM on	the car starts moving down at high speed, switches to low speed and stops when it encounters the two magnetic strips at the lowest floor
at the top floor	CRD open	UM off DM off	the car starts moving down at high speed, switches to low speed and stops when it encounters the reset contact or CRD and both magnetic strips at the lowest floor

3.4. EQMPP BOARD DIP SWITCHES

1	**OFF**	With single- or three-phase power (no phase control).
	ON	With three-phase power and phase control.
2	**OFF**	*Hydraulic*: returns to the lowest floor after 15 min. *Rope*: does not return to the lowest floor.
	ON	*Hydraulic*: does not return to the lowest floor after 15 min. *Rope*: returns to the lowest floor after 1 min.
3	**OFF**	Halts at the floor with the doors open.
	ON	Halts at the floor with the doors closed.
4	**OFF**	Hold to run operation in car.
	ON	Automatic operation in car.
5	**OFF**	Hold to run operation at the floors.
	ON	Automatic operation at the floors.
6	**OFF**	Floor time = 5 sec. (time doors remain open).
	ON	Floor time = 10 sec. (time doors remain open).
7	**OFF**	Rope system.
	ON	Hydraulic system.
8	**OFF**	One access or two alternating/simultaneous accesses.
	ON	Two accesses (selective).

3.5. LAYOUT OF COMPONENTS IN THE ELECTRICAL CABINET

IMPORTANT
The image of the electrical cabinet is purely illustrative.
The image shows the Automatic Valve and EQMPP Board components.



4 DIAGNOSTICS

4.1. GENERAL WARNINGS

It is assumed, for the safe use of the board, that the reader of this chapter is already familiar with the contents of heading 2.2 "Safety Warnings".

INSTALLER

4.2. TABLE OF ERRORS

We list the faults detected by the **EQMPP** board below.
They are identified by the number of flashes emitted by the **DG** led.

4.2.1. ERROR CODES

number of flashes of DG led	Error
1	Inverted or missing phase (three-phase only)
2	Travel limit contact tripped
3	Thermistors tripped
4	GV / PV contactor remains excited (> 3 sec.)
5	S / D / P contactor remains excited (> 3 sec.)
6	GV / PV contactor does not excite (> 3 sec.)
7	S / D / P contactor does not excite (> 3 sec.)
8	Travel time between two floors too long (> 120 sec.)
9	Contactors de-energizing during run condition
10	Starting time too long
11	Defective safety circuit (contactors K1, K2, K3 or with Stem NC81 device).
12	No door closure
13	No door opening
14	Reset failed
15	Oil temperature too high or car overloaded
16	Releveling time too long (> 20 sec.)

IMPORTANT
To reset the EQMPP board, hold down the "reset" button until the OK goes out.

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5 BOARD FUNCTIONS AND LAYOUT

5.1. General warnings

It is assumed, for the safe use of the board, that the reader of this chapter is already familiar with the contents of heading 2.2 "Safety Warnings".

INSTALLER

5.2. Necessary Conditions for responding to a call

The board can respond to a call when:
- it is not running and "inspection" manoeuvre.
- It is not overloaded.
- None of its photocells are obscured.
- It is not in error mode (see par. 5.2 "Fault table").
- The following leds are on: OK / WD / D1 / D2 / D3.

If the above conditions are satisfied, the system responds to the call by closing the doors (red led **CP**) and, once safety chain closure has been verified (led **D4**), it closes the retiring cam, if present and the run contactors.
Connector **J7** on the board provides the commands for exciting the power contactors, as evidenced by the respective red leds turning on :

Actuation	LED	Terminals	Connectors	Function
Hydraulic	S	1 / 2	J7	Up
	D	4 / 3	J7	Down
	GV	5 / 6	J7	High speed
VVVF	S	1 / 2	J7	Up
	D	4 / 3	J7	Down
	GV	5 / 6	J7	Drive (high speed)
	PV	8 / 7	J7	Low speed

5.3. Insulation test

IMPORTANT
During electrical insulation test all sockets must be removed from EQMPP board.

Further informations on the procedure are stated on the control panel specific wiring diagram.

5.4. SAFETY CHAIN STATUS CHECK POINTS

The EQMPP board checks the safety chain status through 4 pick-up points identified by 4 LEDs:

Pick-up no.	LED	Conn. / term.	Controller contacts
1	**D1**	J6 / 4	• Car stop • Pit stop • Car safety gear • Car speed governor • Car speed governor tensioner • Counterweight speed governor • Counterweight speed governor tensioner • Pit brace • Car top emergency trap
2	**D2**	J6 / 6	• Limit switch (overtravel)
3	**D3**	J6 / 8	• Manual car door • Auxiliary manual swing landing doors
4	**D4**	J6 / 10	• Automatic car door (gate) • Automatic landing door locks (without retiring cam).

IMPORTANT

The manual and automatic door lock contacts with retiring cam / fixed cam / electric lock are connected downline of the D4 pick-up point.

5.5. SWITCH FUNCTIONS

5.5.1. UM/DM REED CONTACTS

With only two contacts (UM / DM), in combination with two magnetic strips per floor, the following functions are available:

- Floor count (UM for up and DM for down travel)
- Deceleration (only UM for up travel and DM for down travel)
- Stop (both UM and DM are present)
- Doors zone (both UM and DM are present)

5.5.2. RZA / RZB REED SWITCH CONTACTS

The two reed switch contacts (RZA / RZB) are contained in the same housing and, in combination with a single magnetic strip per floor, actuate the safety circuit which defines and enables:

- Hydraulic: the releveling zone.
- With fixed cam: door lock bypass in the doors zone.

The safety circuit employs contactors (K1, K2, K3), or a Stem NC81 device.

5.5.3. SLOWDOWN / PHASE PLUG CONTROL AT THE TOP AND LOWEST FLOORS (CRS / CRD)

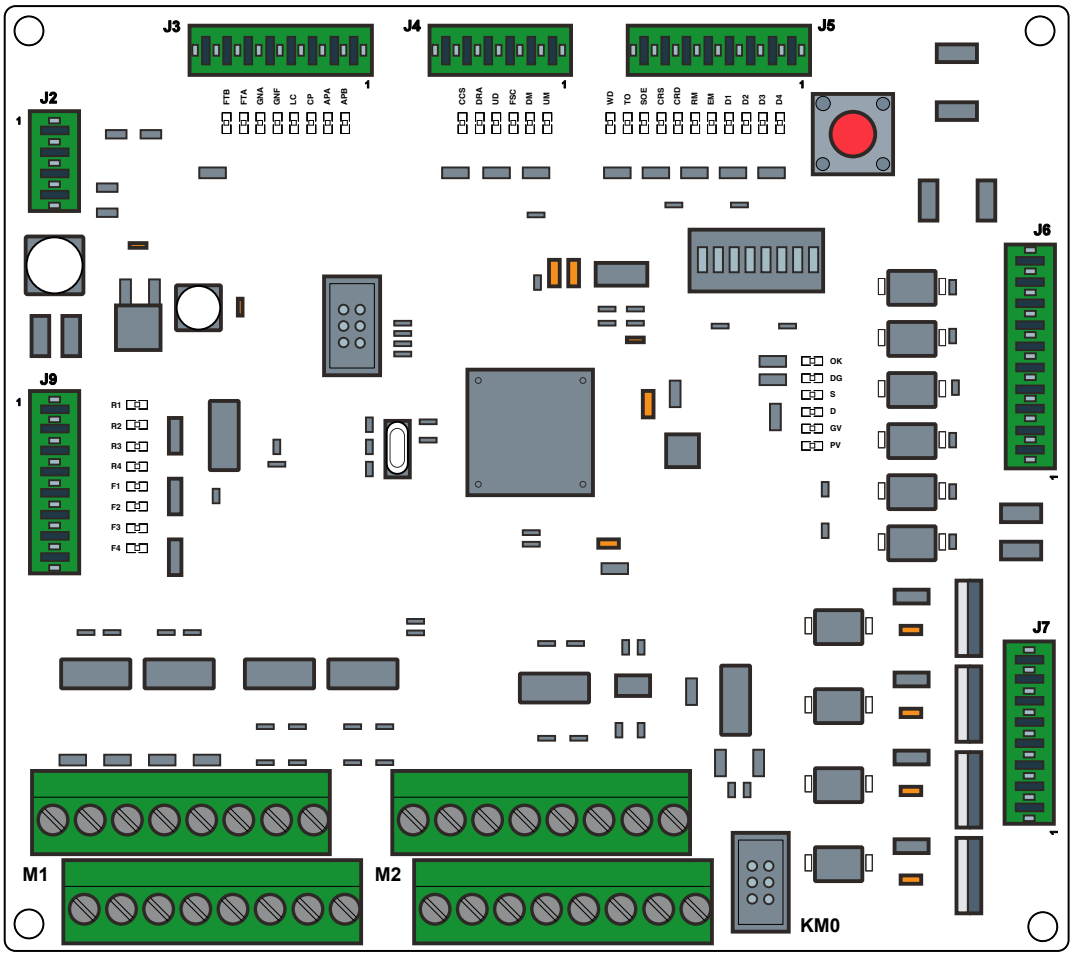
Both reed contacts **CRS** and **CRD**, located at the top and lowest floors, act directly on the EQMPP board connectors J5/4 and J5/3, with the following functions:

- They report that the floor has been reached.
- They force deceleration if the car is out of step and thus stop it when it encounters both the UM/DM magnetic strips.
- They reset the car at the lowest floor (CRD).

They must be positioned as shown in the “DAV” diagram (magnetic strip positioning) bearing in mind the following:

- CRD must trip, in down travel after the DM reed but at a distance from the lowest floor that ensures that the car will slow down and stop even under full load.
- CRS must trip, in up travel after the UM reed but at a distance from the top floor that ensures that the car will slow down and stop even when empty.

5.6. EQMPP BOARD LAYOUT



5.6.1. LEDs ON EQMPP BOARD

OK	The program is running correctly	
DG	Diagnostics (see error codes table)	
S	Outputs J7/1 > J7/2 active	Up travel command
D	Outputs J7/4 > J7/3 active	Down travel command
GV	Outputs J7/5 > J7/6 active	(optional) High speed contactor command
PV	Outputs J7/8 > J7/7 active	(optional) Low speed contactor command
FTB	Input J3/8 present	Rear photocell
FTA	Input J3/7 present	Front photocell
GNA	Input J3/6 present	Gong sounds when doors opens
GNF	Input J3/5 present	Gong sounds when car stops
LC	Output J3/4 active	Car light command
CP	Output J3/3 active	Doors close command / retiring cam command
APA	Output J3/2 active	Front side doors opening command
APB	Output J3/1 active	Rear side doors opening command
CCS	Input J4/6 present	*Hydraulic*: safety circuit *Fire services*: emergency
DRA	Input J4/5 present	Doors open/close control

UD	Input J4/4 present	*Hydraulic*: up/down contactor control *Fire services*: power contactor control
FSC	Input J4/3 present	*Hydraulic*: high speed contactors (GV) control *Fire services*: high speed contactors (GV) and brake (TF) control
DM	Input J4/2 present	DM reed contact: closed
UM	Input J4/1 present	UM reed contact: closed
WD	Output J5/8 active	Hydraulic: manoeuvre disable command
TO	Input J5/7 present	Hydraulic: oil temperature
SOE	Input J5/5 present	Rope: re-open rear door in emergency
CRS	Input J5/4 present	CRS reed: top floor phase plug control
CRD	Input J5/3 present	CRD reed: lowest floor phase plug control
RM	Input J5/2 present	Inspection control
EM	Input J5/1 present	*Hydraulic*: emergency active *Fire services*: emergency direction
D1	Input J6/4 present	Safety chain 1st check
D2	Input J6/6 present	Safety chain 2nd check
D3	Input J6/8 present	Safety chain 3rd check
D4	Input J6/10 present	Safety chain 4th check
PR1	Output J9/1 active	Overload command
PR2	Output J9/2 active	Release electric locks command
PR3	Output J9/3 active	Deactivate emergency call command
PR4	Output J9/4 active	Programmable command
CF1	Input J9/5 present	Door open button command
CF2	Input J9/6 present	Programmable command
CF3	Input J9/7 present	Programmable command
CF4	Input J9/8 present	Overload contact command

5.7. CAR AND FLOOR CALL AND POSITION DISPLAY CONNECTIONS ON THE EQMPP BOARD

Terminal blocks

M1A	Car calls
M1B	Floor calls
M2A	Position indicator in car
M2B	Position indicators on floors

5.7.1. CONNECTORS / INPUTS / OUTPUTS ON THE EQMPP BOARD

I = input / **U** = output

Connector J2		*(Numbered from top to bottom)*
I – 1	+24	EQMPP board power supply
I – 2	GND	Ground
I – 3		
I – 4		

Connector J3		*(Numbering from right to left)*
U – 1	APB	Rear door opening command
U – 2	APA	Front door opening command
U – 3	CP	Door closing command
U – 4	LC	Timed car light control signal
U – 5	GNF	Gong sounds when car stops command positive
U – 6	GNA	Gong sounds when doors open command positive
I – 7	FTA	Front photocell control
I – 8	FTB	Rear photocell control

Connector J4		*(Numbering from right to left)*
I – 1	UM	Up travel reed switch
I – 2	DM	Down travel reed switch
I – 3	FSC	*1 hydraulic speed*: jumpered with 24V *2 speed*: high speed contactor control *Fire services*: high speed contactors and brake control
I – 4	UD	*Hydraulic*: up/down contactor control *Fire services*: power contactor control
I – 5	DRA	Doors open/close control
I – 6	CCS	*Hydraulic*: safety circuit *Fire services*: emergency

Connector J5		*(Numbering from right to left)*
I – 1	EM	*Hydraulic*: emergency active *Fire services*: emergency direction
I – 2	RM	Maintenance manoeuvre
I – 3	CRD	Lowest floor phase plug control
I – 4	CRS	Top floor phase plug control
I – 5	---	Input not used
I – 6	TP	Motor thermistor control
I – 7	TO	Oil temperature control
U – 8	WD	Manoeuvre disable control (“watch dog”)

Connector J6		*(Numbering from bottom to top)*
I – 1		Not used
I – 2		Not used
I – 3	D1 -	Safety chain control 1st negative connection
I – 4	D1 +	Safety chain control 1st positive connection
I – 5	D2 -	Safety chain control 2nd negative connection
I – 6	D2 +	Safety chain control 2nd positive connection
I – 7	D3 -	Safety chain control 3rd negative connection
I – 8	D3 +	Safety chain control 3rd positive connection
I – 9	D4 -	Safety chain control 4th negative connection
I – 10	D4 +	Safety chain control 4th positive connection

Connector J7		*(Numbering from bottom to top)*
I – 1	S +	Up travel control signal positive
U – 2	S -	Up travel control signal negative
U – 3	D -	Down travel control signal negative
I – 4	D +	Down travel control signal positive
I – 5	GV +	High speed control signal positive
U – 6	GV -	High speed control signal negative
U – 7	PV -	Low speed control signal negative
I – 8	PV +	Low speed control signal positive

Connector J9		*(Numbering from bottom to top)*
U – 1	PR1	Overload command positive
U – 2	PR2	Cam command negative
U – 3	PR3	Emergency call deactivation command negative
I – 4		Not used
I – 5	CF1	Door open button command positive
U – 6	CF2	Fire services manoeuvre
U – 7	CF3	Car occupied contact command negative
I – 8	CF4	Overload contact command positive

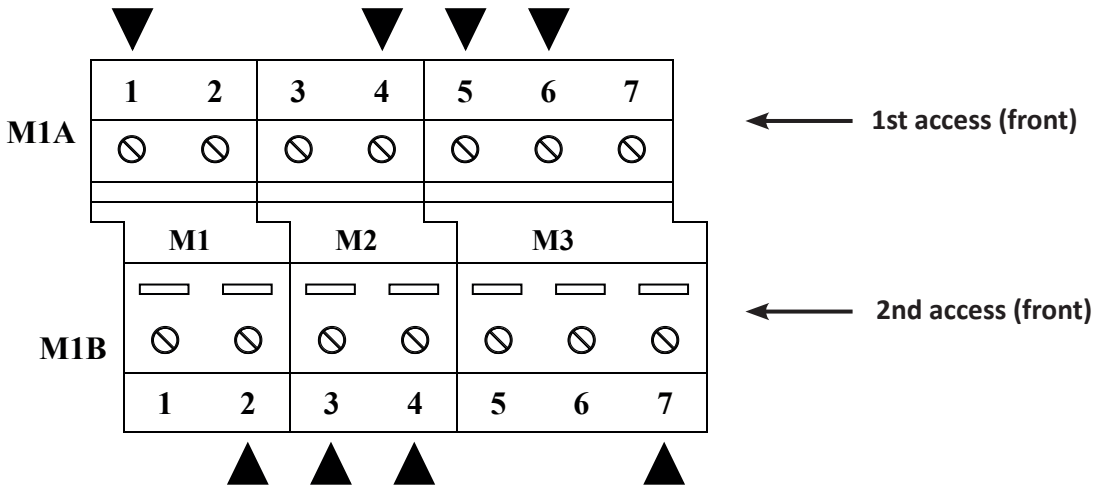
M1A top terminal block	*(Numbering from left to right)*
U – 1	Down travel inspection control signal
U – 2	Up travel inspection control signal

5.8. Defining the door opening side (car with two accesses)

With the system stopped, open valve “VA”:

- Press the "reset" button six times at intervals of at least 1 s, the OK led will start flashing.
- With a wire connected at one end to “GND”, touch the terminals on terminal block “M1A” (top wire for first access and bottom wire for second access) to configure the opening side for each floor separately) and then touch the remaining front side terminals.
- Every time you touch a terminal with the wire, wait for the EQMPP to confirm the setting by turning the DG led on.
- Restore valve VA and reset.

Example configuration:



IMPORTANT

In case of error, you must repeat the procedure from the beginning.