V2

PARAMETER LIST

VERSION 2.0

SMARTRISE

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Document History

Date	Version	Summary of Changes
May 8, 2019	1.0	Initial Submittal
May 16, 2019	2.0	Updated Figure 1 and Table 23

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Accessing Parameters

The parameters in the V2 are configurable in order to set the required conditions for each job.

The two parameters are:

- Adjust parameters
- Binary parameters

To navigate to the parameters:

1. Press the right arrow on the SRU to access the main menu.
2. From the Main menu, scroll down and select DEBUG.
3. From Debug, select the parameter.

Adjust Parameters

Parameters are displayed in the hexadecimal form of ##-### x__. Enter the parameter in the number section and the current hexadecimal value (x) is displayed. Change the x__ value to the required value required for the job. Save the new value by pressing Enter.

To assist in converting the adjusted parameter, use the conversion chart to look up the corresponding value for the hexadecimal number required for the job.

DEC	HEX	BIN	DEC	HEX	BIN	DEC	HEX	BIN
128	80	10000000	171	AB	10101011	214	D6	11010110
129	81	10000001	172	AC	10101100	215	D7	11010111
130	82	10000010	173	AD	10101101	216	D8	11011000
131	83	10000011	174	AE	10101110	217	D9	11011001
132	84	10000100	175	AF	10101111	218	DA	11011010
133	85	10000101	176	B0	10110000	219	DB	11011011
134	86	10000110	177	B1	10110001	220	DC	11011100
135	87	10000111	178	B2	10110010	221	DD	11011101
136	88	10001000	179	B3	10110011	222	DE	11011110
137	89	10001001	180	B4	10110100	223	DF	11011111
138	8A	10001010	181	B5	10110101	224	E0	11100000
139	8B	10001011	182	B6	10110110	225	E1	11100001
140	8C	10001100	183	B7	10110111	226	E2	11100010
141	8D	10001101	184	B8	10111000	227	E3	11100011
142	8E	10001110	185	B9	10111001	228	E4	11100100
143	8F	10001111	186	BA	10111010	229	E5	11100101
144	90	10010000	187	BB	10111011	230	E6	11100110
145	91	10010001	188	BC	10111100	231	E7	11100111
146	92	10010010	189	BD	10111101	232	E8	11101000
147	93	10010011	190	BE	10111110	233	E9	11101001
148	94	10010100	191	BF	10111111	234	EA	11101010
149	95	10010101	192	C0	11000000	235	EB	11101011
150	96	10010110	193	C1	11000001	236	EC	11101100
151	97	10010111	194	C2	11000010	237	ED	11101101
152	98	10011000	195	C3	11000011	238	EE	11101110
153	99	10011001	196	C4	11000100	239	EF	11101111
154	9A	10011010	197	C5	11000101	240	F0	11110000
155	9B	10011011	198	C6	11000110	241	F1	11110001
156	9C	10011100	199	C7	11000111	242	F2	11110010
157	9D	10011101	200	C8	11001000	243	F3	11110011
158	9E	10011110	201	C9	11001001	244	F4	11110100
159	9F	10011111	202	CA	11001010	245	F5	11110101
160	A0	10100000	203	CB	11001011	246	F6	11110110
161	A1	10100001	204	CC	11001100	247	F7	11110111
162	A2	10100010	205	CD	11001101	248	F8	11111000
163	A3	10100011	206	CE	11001110	249	F9	11111001
164	A4	10100100	207	CF	11001111	250	FA	11111010
165	A5	10100101	208	D0	11010000	251	FB	11111011
166	A6	10100110	209	D1	11010001	252	FC	11111100
167	A7	10100111	210	D2	11010010	253	FD	11111101
168	A8	10101000	211	D3	11010011	254	FE	11111110
169	A9	10101001	212	D4	11010100	255	FF	11111111
170	AA	10101010	213	D5	11010101			

Figure 1: Conversion Chart

Binary parameters

Parameters are displayed in the form of ##-###.# Enter the parameter in the number section. To the right of the value, the SRU displays ON or OFF. Move the * under the option for the parameter required for the job word and change it. Save the new value by pressing Enter.

Attendant Service Parameters

The table below lists the Attendant Service Parameter.

Table 1: Attendant Service Parameter

Parameter Value	Parameter Name	Description
00-046	Attendant Hall Call Buzzer Duration (100 ms)	Specifies how long to sound the buzzer to alert the attendant that a hall call was pressed.

Battery Back-Up/Emergency Power Parameters

The table below lists the Battery Back-Up/Emergency Power Parameters.

Table 2: Battery Back-Up/Emergency Power Parameters

Parameter Value	Parameter Name	Description
00-098.5	Invert Pretransfer Input	Specifies how an input programmed as Controller then PreTransfer operates. If OFF. a voltage on the input (high state) indicates a transfer to main line power is about to occur. If ON, a lack of voltage (low state) indicates this.
00-104.1	Magnetek Recommended Travel Direction	When running under Traction Battery Rescue, this parameter tells the controller whether to run in the direction recommended by the Magnetek HPV drive or to use an alternate method to choose which way to run.
00-105.0	Emergency Power	Enables emergency power (generator power) operation. This parameter is normally set via SETUP | MISC | EMERGENCY POWER.
00-105.1	Emergency Power Overrides Independent Service	Set this parameter ON to forcibly remove a car from Independent Service and cause it to recall when the controller goes on emergency power.
00-105.2	Traction Battery Rescue Goes Down on Light Load	Used on jobs that have Traction Battery Rescue and are using the load weigher inputs to determine the best direction to run. If the Light Load input is active, the car runs up if this parameter is OFF and down if this parameter is ON.
00-105.3	Drive Rescue Mod	Used on jobs that have Traction Battery Rescue and are using the drive's software to determine the best direction to run. When this parameter is set ON, it tells the controller to either look for a signal from the drive telling it which way to go (Magnetek HPV) or to pick a direction but don't fault if the drive runs the other way. It also prevents the elevator from moving automatically after a counterweight derailment since the controller may not be able to dictate the direction the drive will go.

Parameter Value	Parameter Name	Description
00-105 (upper nibble)	Max Battery Test Failure	The upper nibble (4 bits) of this parameter holds the number of times the battery rescue device can report a low charge before the elevator is taken out of service. When this nibble is non-zero, the battery is tested once a day at the time specified by parameter 13-118. If a low battery charge is detected these many days in a row, the elevator will be taken out of service. Setting the upper nibble to 0 prevents testing a battery rescue device.
13-015.0	Staggered Star	This parameter allows a group controller to synchronize the starting of cars when on emergency power. When supported by the group software, this parameter prevents the large current draw that can occur when two or more elevators attempt to start at the same time.
13-118	Battery Test Time	For tractions controllers with a battery rescue device, this parameter specifies what time of day to test the battery for a proper charge. The battery test lasts for 12 seconds so it should be scheduled for a time of day when passenger traffic is low. The test is performed at the hours specified by this parameter. 0=midnight, 1=1AM, ..., 23=11PM. The test is only performed if the Max Battery Test Failures value in the upper nibble of parameter 00-105 is non-zero.
13-120.2	Open Rear After Battery Lower	If the bottom floor is a walk-thru, the controller opens one door after a battery lowering operation. If this parameter is OFF, the front door opens. If ON, the rear door opens. This parameter is ignored if the bottom floor has only one opening.

Parameter Value	Parameter Name	Description
13-153	Delay Before Allowing Car to Run on Emergency Power (1s)	This parameter can be used when the generator does not have an “up to speed” signal and cars must wait a fixed period before attempting to run on emergency power. When the controller detects emergency power is active, it generates an F123 fault to prevent the car from running until this timer expires.
13-155.4	Battery Power is N.O.	Specifies how the Out of Service input Controller then Battery Power works. When This parameter is OFF, the contact controlling the input is assumed to be normally closed and opens (input goes off) when the car is on battery power. When this parameter is ON, the input is assumed to be off during normal operation and comes on when on battery power.
13-155.6	Up to Speed is N.C.	For Simplex controller only. Specifies how the Drive Fault input Fire/Earthquake then EP Up To Speed works. When This parameter is OFF, the contact controlling the input is assumed to be normally open and closes (input comes on) when the emergency power generator has reached full operating speed. When this parameter is ON, the input is assumed to be on during normal (main line) operation and a loss of power to the input means the generator is running at full speed.
13-155.7	Up to Speed is N.C.	For Simplex controller only. Specifies how the Drive Fault input Fire/Earthquake then On Emergency Pwr works. When This parameter is OFF, the contact controlling the input is assumed to be normally open and closes (input comes on) when the emergency power generator is supplying power to the elevator. When this parameter is ON, the input is assumed to be on during normal (main line) operation and a loss of power to the input means the generator is running.

Brake Parameters

The table below lists the Brake Parameters.

Table 3: Brake Parameters

Parameter Value	Parameter Name	Description
00-019.3	Finish Run on BP	Specifies whether a problem detected by the Brake Pick Switch (BPS) should cause the car to fault immediately (OFF) or allow the car to finish the current run before faulting (ON).
00-019.4	Pick Relay Controls B1 Contactor	Tells the software that the B1 contactor should pick and drop directly with the picking and dropping of the Pick relay. This parameter should be OFF if the B1 contactor is not solely controlled by the Pick relay.
00-019.5	B2 Controls E-Brake	Tells the software that the emergency brake picks and drops in direct correlation to the state of the B2 contractor. This parameter should be OFF if the B2 Contactor and E-Brake do not have this direct relationship.
00-019.7	Lift Brake on Relevel	Specifies whether to lift the brake (ON) when releveling. Turning this parameter OFF will cause the car to relevel under the brake which should not be done on most cars.
00-020.5	E-BPS Is N.C	Specifies whether the monitor contact of the emergency BPS is normally closed (ON) or normally open (OFF).
00-047	Brake Drop Delay -- Inspection (10 ms)	This parameter is set via: SETUP | TIMERS | BRAKE DROP (Insp) Specifies how long to wait to drop the brake after the control logic commands stop when the car is on Inspection and not under a fault condition. If the value is too short, the stop will be hard since the brake will drop as the car decelerates from leveling speed to zero speed.

Parameter Value	Parameter Name	Description
00-048	Brake Drop Delay -- Fault (10 ms)	This parameter is set via: SETUP | TIMERS | BRAKE DROP (Fault) Specifies how long to wait to drop the brake after a fault occurs.
00-029	Brake Hold Time (10 ms)	This parameter is set via: SETUP | TIMERS | BRAKE HOLD TIME This parameter only applies to traction controllers. Duration of time to maintain PICK voltage before switching to HOLD voltage. This timer is only effective when hardware supports software control of pick/hold voltages.
00-030	Brake Check Time (10 ms)	Specifies when to check the BPS input to verify that the brake has successfully lifted. This timer begins after the Brake Hold Time expires.
00-031	Brake Drop Delay for Normal Stopping (10 ms)	This parameter is set via: SETUP | TIMERS | BRAKE DROP (Norm) Specifies how long to wait to drop the brake after the control logic commands stop when the car is on automatic operation and not under a fault condition. If the value is too short, the stop will be hard since the brake will drop as the car decelerates from leveling speed to zero speed.
00-098.2	B Contactors N.C.	Specifies whether the auxiliary contacts of the B contractors are normally open (0) or normally closed (1).
00-110.0	Monitor BPS	Specifies whether the controller should monitor the BPS and fault if the brake fails to pick or drop properly. Set ON to monitor, OFF to ignore. This parameter is normally set via: SETUP | MISC | MONITOR BPS.
00-110.1	Monitor BPS on Inspection	Similar to 00-110.0 but specifies whether to monitor the BPS input when on Inspection.

Parameter Value	Parameter Name	Description
00-110.2	BPS is N.C.	Specifies whether the BPS contact is normally open (OFF) in which case, voltage on the input means the brake is lifted or normally closed (ON) in which case, lack of voltage indicates the brake is lifted. This parameter is set via: SETUP | MISC | BPS IS N.C.
00-110.3	Hold with Pick	The SRU board generates a separate Pick and Hold control signal to the brake. The Pick signal is generated for a short period of time at the start of the run and is followed by the Hold signal which lasts for the duration of the run. This parameter determines whether the Hold signal is also asserted whenever the Pick signal is asserted (ON) or if the signals are sequentially (OFF) with the Hold coming on at the moment the Pick goes off. Almost all Smartrise controllers require that this parameter be turned ON for proper operation. Most modern Smartrise controllers no longer use the Pick signal but only assert a Hold and the brake hardware controls the switching of the voltage. This parameter is normally set via SETUP | MISC | HOLD WITH PICK.
00-110.4	E-Brake on Inspection	This parameter is ON for jobs with emergency brakes/rope grippers. It assures the logic for unintended movement and ascending car overspeed detection is enabled even when on Inspection. This parameter should only be turned off when trouble-shooting a brake problem that requires disabling the emergency brake.
00-110.6	E-Brake on ETS Faults	Setting this parameter ON will cause the emergency brake/rope gripper to activate if the car faults due to ETS (Emergency Terminal Stopping). This can provide faster stopping for a car doing an emergency stop as it approaches a terminal.

Parameter Value	Parameter Name	Description
13-149.3	E-Brake on BPS	When this parameter is ON, the controller activates the emergency brake if the BPS of the main brake indicates that the main brake is not fully dropped at the end of a run.
13-149.6	Monitor EBP	When this parameter is ON, the controller monitors the BPS of the emergency brake. This parameter should be OFF when using a rope gripper as the emergency brake.
13-175	E-Brake Drop Time (1 s)	Specifies how long to wait after the end of a run to drop the emergency brake. Setting this parameter to 0 keeps the brake lifted unless a fault occurs that requires it to activate. This parameter should be set to 0 if the job has a rope gripper since rope grippers should not be dropped except during emergencies. For regular brakes, this timer should be set to a value long enough to show that the main brake alone can hold the car.

Comm Port Parameters

The table below lists the Comm Port Parameters.

Table 4: Comm Port Parameters

Parameter Value	Parameter Name	Description
00-082	Aux Comport Setting for MR and CT boards	The lower nibble of this parameter specifies the function of the Aux port for the MR SRU board. The upper nibble of this parameter specifies the function of the Aux port for the CT SRU board. 0 = CE PI Driver Board 1 = Hall Network (MR only) 2 = Kings III (MR only) 3 = Expansion SRU 4 = Emotive PI Driver Board 5 = Otis Interface Board (for RSL networks) 6 = Otis Multi-Drop Door Operator 7 = EX51 PI Driver Board 8 = MRM Simplex 9 = MAD Fixtures 10 = Auxiliary (not expansion) MR board ****NOTE: Software version 2.24d and older must have upper nibble set to 0.*
13-164	Cartop SRU Drive Comport Setting	Specifies the function of the CT SRU DRIVE port. 0 = Smartbuttons 1 = DL20 2 = Otis RSL Interface Board (OIB) 3 = Otis Multi-drop Door Operator 4 = Cedes Interface Board (CIB)

Discrete Hall Lantern Parameters

The table below lists the Comm Port Parameters.

Table 5: Comm Port Parameters

Parameter Value	Parameter Name	Description
13-112.0	Discrete Hall Lantern “A” Is at a Rear Opening	When using discrete (non-serial) hall lanterns, set this parameter ON if Lantern A is located at a rear opening. Turn OFF if lantern is at a front opening. The value of this parameter does not matter if Lantern A is not installed.
13-112.1	Discrete Hall Lantern “B” Is at a Rear Opening	When using discrete (non-serial) hall lanterns, set this parameter ON if Lantern B is located at a rear opening. Turn OFF if lantern is at a front opening. The value of this parameter does not matter if Lantern B is not installed.
13-112.2	Discrete Hall Lantern “C” Is at a Rear Opening	When using discrete (non-serial) hall lanterns, set this parameter ON if Lantern C is located at a rear opening. Turn OFF if lantern is at a front opening. The value of this parameter does not matter if Lantern C is not installed.
13-112.3	Discrete Hall Lantern “D” Is at a Rear Opening	When using discrete (non-serial) hall lanterns, set this parameter ON if Lantern D is located at a rear opening. Turn OFF if lantern is at a front opening. The value of this parameter does not matter if Lantern D is not installed.
13-113	Floor Location of Discrete Hall Lantern A	When using discrete (non-serial) hall lanterns, this parameter specifies at what floor, Lantern A is located. 0 = bottom floor, 1 = 2nd floor, etc. The value of this parameter does not matter if Lantern A is not installed.
13-114	Floor Location of Discrete Hall Lantern B	When using discrete (non-serial) hall lanterns, this parameter specifies at what floor, Lantern B is located. 0 = bottom floor, 1 = 2nd floor, etc. The value of this parameter does not matter if Lantern B is not installed.

Parameter Value	Parameter Name	Description
13-115	Floor Location of Discrete Hall Lantern C	When using discrete (non-serial) hall lanterns, this parameter specifies at what floor, Lantern C is located. 0 = bottom floor, 1 = 2nd floor, etc. The value of this parameter does not matter if Lantern C is not installed.
13-116	Floor Location of Discrete Hall Lantern D	When using discrete (non-serial) hall lanterns, this parameter specifies at what floor, Lantern D is located. 0 = bottom floor, 1 = 2nd floor, etc. The value of this parameter does not matter if Lantern D is not installed.

Door Parameters

The table below lists the Door Parameters.

Table 6: Door Parameters

Parameter Value	Parameter Name	Description
00-022.0	Preopening	When ON, the doors initiate opening once the car reaches door zone but prior to power being removed from the motor and brake. When OFF, power to the motor and brake are removed prior to initiating a door open. This parameter is normally set via SETUP | DOOR SETUP | PREOPENING.
00-022.1	DC on Any Move	When ON, the Door Close (DC) output is active whenever the car is in motion. This parameter is normally set via SETUP | DOOR SETUP | DC ON ANY MOVE.
00-022.2	Hall Closed Required for Cam	Use for jobs with swing doors and retiring cams. Specifies that the cam output which actuates the retiring cam should only do so once all the hall doors are closed. Prevents the cam from actuating while someone is holding a hall door open.
00-022.3	Check Door Electric Contacts	When ON, the software checks that the electric contacts of the gate switch and hall door locks are operating correctly. If a problem is detected, the car is taken out of service. This parameter is normally set via SETUP | DOOR SETUP | DETECT DOOR JUMPERS.
00-022.4	Car Door Auto Close	Set this parameter if the closing of the car doors is performed automatically rather than manually or by an external control. This parameter is normally set via SETUP | DOOR SETUP | AUTO CLOSE.
00-022.5	Car Door Auto Open	Set this parameter if the opening of the car doors is performed automatically rather than manually or by an external control. This parameter is normally set via SETUP | DOOR SETUP | AUTO OPEN.

Parameter Value	Parameter Name	Description
00-022.6	DCB Cancels Dwell	Set this parameter ON to allow the Door Close Button (DCB) to close the door immediately when on Normal operation. When this parameter is OFF, the DCB has no effect when on Normal and the doors remain open until the appropriate dwell timer has expired. This parameter is normally set via SETUP | DOOR SETUP | DCB CANCELS DWELL.
00-022.7	Nudge Output Normal	This parameter should be ON for most door operators. When ON, the controller's Nudge output only comes on when the doors are being nudged closed. On a few door operators, this signal needs to be inverted. Set this parameter OFF to assert the Nudge output at all times except when nudging the doors closed. This parameter is normally set via SETUP | DOOR SETUP | NUDGE OUTPUT NORMAL.
00-026	Lock Clip Time (10 ms)	This parameter is set using SETUP | DOOR SETUP | LOCK CLIP TIME Prevents the controller from faulting if a lock is clipped for a short duration while in flight. Lock Clip Times are limited to 500 ms (x32) even if a larger value is entered.
00-034	Manual Door Command Time (10 ms)	Used by the SETUP | DOOR SETUP | MANUAL OPEN & CLOSE. While on this screen, commands to control the doors are sent serially to the CT SRU. This timer keeps the outputs active during the time between serial packets. If this time is too short, the door outputs may toggle on and off. If this time is too long, the outputs may remain on for a time after the user releases the ENTER key on the SRU board.
00-035	Door Overrun Limit Time Open (10 ms)	Keeps the DOOR OPEN output on for a period of time after the Door Open Limit (DOL) is achieved.

Parameter Value	Parameter Name	Description
00-036	Door Overrun Limit Time Closed (10 ms)	Keeps the DOOR CLOSE output on for a period of time after the door close inputs (GSW, DCL, and DPM) indicate door is fully closed.
00-037	Door Reversal Delay (10 ms)	Time to wait before reversing direction on a moving door. During this time, DO, DC, and NUDGE outputs are turned off.
00-038	Preopening Delay (10 ms)	Delay after entering DZ magnet before doors are allowed to preopen. This timer is often needed when a retiring cam is used to actuate the hall locks. This timer is not supported on all versions of software.
13-117	Max Approach Speed	Specifies how fast (in feet per minute) a car can enter the destination DZ and still have preopening. If a car enters DZ too fast, preopening is cancelled. Older versions of the software used a hardcoded value of 20 or 40 fpm. If this value is 0 (default) then 40 fpm is used.
00-053	Door Dwell Time -- Hold Button (1s)	For cars with DOOR HOLD buttons, this parameter specifies how many seconds to keep the doors open after the door hold button is pressed.
00-056	Door Timeout Open (1s)	This parameter is set using SETUP | DOOR SETUP | TIMEOUT OPEN Specifies the maximum amount of time it should take to open the car doors. If the controller is attempting to open the doors and has not seen the DOL signal in the time specified, it will throw a fault. This parameter may need to be set to a larger value for freight doors or for door operators that perform a slow learn cycle after losing power.

Parameter Value	Parameter Name	Description
00-057	Door Timeout Close (1s)	This parameter is set using SETUP | DOOR SETUP | TIMEOUT CLOSE Specifies the maximum amount of time it should take to close the car doors. If the controller is attempting to close the doors and has not seen the required signals (usually GSW, DCL, and DPM) in the time specified, it will throw a fault. This parameter may need to be set to a larger value for freight doors or for door operators that perform a slow learn cycle after losing power.
00-058	Door Timeout Close (1s)	This parameter is set using SETUP | DOOR SETUP | TIMEOUT NUDGE Specifies the maximum amount of time it should take to nudge the car doors closed. If the controller is attempting to nudge the doors and has not seen the required signals (usually GSW, DCL, and DPM) in the time specified, it will throw a fault.
00-059	Door Dwell Time Reopen (1s)	Specifies how long to keep the car doors open after reopening them due to a reopening device such as a safety edge or photo-eye obstruction while closing.
00-060	Door Dwell Time CC (1s)	For cars with manual car gates and an auto-close latch, this parameter specifies how long to allow the door to be open before activating the auto-close latch. Can also be used to extend the park delay on some controllers. Older versions of software used this timer as the door dwell time when answering a car call.
00-061	Door Dwell Time HC (1s)	Specifies how long to keep the doors open after answering a hall call. Can also be used to extend the park delay on some controllers.

Parameter Value	Parameter Name	Description
00-063	Door Dwell Time Lobby HC (1s)	Specifies how long to keep the car doors open when answering a hall call at a lobby floor when the dispatcher is in Lobby Up Peak mode. The controller allows two floors that can be designated as lobbies using parameters 00-071 and 00-072.
00-070	Nudging Time (1s)	This parameter is set using SETUP | DOOR SETUP | NUDGING TIME This parameter specifies how long a person can hold a car door open by blocking the safety edge or photo-eye before the controller attempts to nudge them closed. Nudging will only occur if the car has a call demand that it needs to answer. Setting this parameter to 0 disables nudging on Normal operation. Nudging, where required by code (for example, when on Fire Service), cannot be disabled.
00-109.0	Always Buzz Before Close	When set ON, the in-car buzzer will sound prior to the doors closing. This is often required on freight elevators.
00-109.1	No Demand Door Open	Tells the controller to keep the car doors open after stopping if no additional call demands are currently latched in the system. This parameter is normally set ON for elevators with swing hall doors so the person opening the hall door can immediately walk into the elevator. This parameter is normally set via SETUP | DOOR SETUP | NO DEMAND DOOR OPEN.
00-109.2	OOS on Door Stall	When this parameter is set ON, the controller takes the car out of service if repeated attempts (usually 5) to open or close the doors fail. If this parameter is OFF, the controller continues cycling the doors.

Parameter Value	Parameter Name	Description
00-109.3	Swing Hall Door Reopens Car Door	When set ON, the opening of a swing hall door causes an automatic car door to reopen. This is generally the desired operation when a job has swing doors. This parameter might need to be turned OFF in a rare case where a job contains a mix of swing and coupled hall doors. This parameter is normally set via SETUP | DOOR SETUP | SWING REOPENS CAR.
00-109.4	Ignore DCL	When ON, tells the controller to consider the car door closed based solely on the gate switch and DPM inputs. Smartrise strongly recommends including the Door Close Limit (DCL) contact as an extra check to confirm the car doors are fully closed. We therefore recommend turning this “ignore” parameter OFF.
00-109.5	Double Chime on Down	Set this parameter to OFF if the lantern fixture you’re using automatically chimes twice when the down arrow is activated. If the fixture only chimes once, set this parameter ON to force the Arrival Down output of the SRU board to actuate twice to force a double chime.
00-109.6	Buzzer Only on Nudge	This parameter determines what happens if the car door is held open too long by an obstructed door. If this parameter is OFF, the controller attempts to nudge the doors closed. If this parameter is ON, the controller sounds the in-car buzzer but won’t nudge the doors.
13-015.2	Fixed Hall Cam	This parameter should be turned OFF for most controllers. For elevators where hall door locks are unlocked by a fixed cam, set this parameter ON. This tells the controller to expect hall locks to open momentarily as the elevator passes each floor. Elevators with automatic doors, or manual doors where the lock is actuated by a retiring cam, should turn this parameter OFF.

Parameter Value	Parameter Name	Description
13-015.5	Learn DCL After Power Up	Setting this parameter ON will cause the controller to keep the Door Close (DC) signal asserted to the door operator for 15 seconds after the gate switch makes. This may be required by some door operators so that they can learn the DCL after a power loss. Most door operators do not require this and therefore this parameter should be turned OFF on most jobs.
13-016	Door Close Warning Time	Specifies how long (in seconds) a warning buzzer sounds, prior to the closing of the car doors. This parameter is only applicable if 00-109.0 is ON or if the car is running on Sabbath operation and parameter 13-093.2 is ON.
13-017	Anti-Nuisance Max Opens without PHE	If the car makes this many consecutive stops without the photo-eye detecting a person exiting or entering the car, it will cancel all the car calls. Setting this parameter to 0 disables this feature.
13-120.0	DO on Arrival Only	Door Open output is activated upon initial arrival at a landing. Once initial opening is complete, all open and close functions are done by Door Open Button (DOB) and DCB buttons wired directly into the door operator. Used for certain freight door configurations.
13-120.1	Door Hold Disables Door Outputs	When the Door Hold input is active, all door outputs are turned off. Stops door in flight.
13-120.3	Infinite Dwell on Reopen	If a closing door is reopened, the door will remain open until DCB is pressed.
13-120.7	Manual Gate Latch	Set this parameter ON only for passenger cars with manual car gates where a mechanical latch is used to hold open the gate until the Door Close output comes on.
13-122.0	DO When Open	Keep the Door Open output on even after the doors are fully open. Required for some door operators that use encoders instead of limit switches. Turn this parameter ON if doors jitter while fully open.

Parameter Value	Parameter Name	Description
13-122.2	Stay in Group on Door Hold	When ON, the car will continue to accept hall calls from group when the Door Hold input is active.
13-122.4	Hide Nudging Alarm	Prevents the A18 Nudging alarm from being recorded to the fault log. Message will still pop up and show on Active Faults screen.
13-122.7	Dwell Until DCB Pressed	Door will remain open until the DCB is pressed.
13-128 (upper nibble)	Nudging Message Repeat Period	Specifies how often (in seconds) the "Stand clear of the doors ..." message should be repeated by the CE voice annunciator when nudging. The message plays even if the buzzer only option (00-109.6) is set. If this value is set to 0, then the message plays just once at the start of nudging.
13-128.4	Door Disable on Power-up	Set this parameter ON to disable the doors for 10 seconds after power-on. Required for door operators that don't provide valid signals immediately after powering up.
13-128.5	No Demand Door Open (Front)	Same as 00-109.1 except only keeps the front door open where 00-109.1 keeps both doors open.
13-128.6	No Demand Door Open (Rear)	Same as 00-109.1 except only keeps the rear door open where 00-109.1 keeps both doors open.
13-137	Nudging Timer 2	Causes the car doors to nudge closed if the PHE is obstructed continuously for the amount of time specified.
13-165	Cam Pick Delay (100 ms)	For jobs that have a retiring cam, this parameter specifies how long to wait after Hall Door Close signal comes before energizing hall lock cam. Some freight doors can bounce a lot after doors close and if cam is picked too early, the lock will not make.

Parameter Value	Parameter Name	Description
13-181.0	Retiring Cam Controller by Door Operator	Set if using a door operator where the retiring cam is built into the operator and activated whenever the CLOSE signal is given. Using this option requires jumping the cartop outputs DC and CAM together and making this combined output the CLOSE signal to the operator.
13.181.1	Test PHE (Front)	Set this bit to test the front door photo-eye/safety-edge prior to closing the car door. Such a test may be required for freight doors. This option requires a relay on the cartop connected to a local output programmed as Doors (Front) and PHE Test.
13-181.2	Test PHE (Rear)	Set this bit to test the rear door photo-eye/safety-edge prior to closing the car door. Such a test may be required for freight doors. This option requires a relay on the cartop connected to a local output programmed as Doors (Rear) and PHE Test.
00-061	Door Dwell Time HC (1s)	Specifies how long to keep the doors open after answering a hall call. Can also be used to extend the park delay on some controllers.

Drive/Starter Parameters

The table below lists the Drive/Starter Parameters.

Table 7: Drive/Starter Parameters

Parameter Value	Parameter Name	Description
00-027	Drive Field Enable Delay (10 ms)	This parameter is set using SETUP | TIMERS | DC FIELD ENABLE This parameter only applies to DC traction controllers.
00-032	Motor Energize Delay (10 ms) / Up to Speed Delay (10 ms)	Tractions: This parameter is set using SETUP | TIMERS | MOTOR ENERGIZE DELAY Specifies how long to hold the car at zero speed before commanding the drive to move. Hydros: This parameter is set using SETUP | TIMERS | UP TO SPEED DELAY Specifies how long to run the pump motor before opening the up valves.

Parameter Value	Parameter Name	Description
00-033	Run Drop Delay (10 ms) / Pump Off Delay (10 ms)	Tractions: This parameter is set using SETUP | TIMERS | RUN DROP (Norm) Specifies how long to hold the car at zero speed at the end of a run before deenergizing the motor when on automatic operation. If time is too short, a rollback can occur since the brake may not be fully set yet. If too long, may cause a delay in opening the doors unless preopening is enabled. Hydros: This parameter is set using SETUP | TIMERS | PUMP OFF DELAY Specifies how long to keep the pump motor running after closing the up valves at the end of a run when on automatic operation.
00-044	Fault Delay Time (10 ms)	Specifies how long to do a drive assisted stop before opening the SF relays when a fault occurs. Some faults ignore this parameter and open the SF relays immediately, but others allow the use of the drive for a short amount of time to assist in stopping the car during a fault.

Parameter Value	Parameter Name	Description
00-049	Run Drop Delay / Pump Off Delay -- Inspection (10 ms)	Tractions: This parameter is set using SETUP | TIMERS | RUN DROP (Insp) Specifies how long to hold the car at zero speed at the end of a run before deenergizing the motor when on Inspection. If time is too short, a rollback can occur since the brake may not be fully set yet. If too long, may cause a delay in opening the doors unless preopening is enabled. Hydros: Specifies how long to keep the pump motor running after closing the up valves at the end of a run when on Inspection.
00-050	Run Drop Delay / Pump Off Delay -- Fault (10 ms)	Tractions: This parameter is set using SETUP | TIMERS | RUN DROP (Fault) Specifies how long to hold the car at zero speed at the end of a run before deenergizing the motor when under a fault condition. In most cases, this parameter never comes into play because the SF relays are opened shortly after the fault occurs and the car does not make a controlled stop. This parameter is applicable to faults that occur at low speeds. Hydros: Specifies how long to keep the pump motor running after closing the up valves at the end of a run under a fault condition.

Parameter Value	Parameter Name	Description
00-098.0	Regen Fault is N.C.	Specifies how an input programmed as Controller then Regen Fault operates. If ON, then the controller will fault if the input goes low. If OFF, then the fault occurs when high.
13-155.5	Drive Fault is N.C.	Specifies how the Drive Fault input Controller then Regen Fault works. When parameter is OFF, the contact controlling the input is assumed to be normally open and closes (input comes on) when a drive fault occurs. When this parameter is ON, the input is assumed to be on during normal operation and a loss of power to the input means the drive has faulted.
13-156	Wye Delta Run Delay (100 ms)	Used to specify the delay after a run is commanded before the Run Up output comes on. Used for Wye Delta hydros. As of version 2.28d, this parameter also specifies how long the S Relay output stays on.
13-173	Viscosity MLT Timer (10 s)	Allows extending the motor limit timer (MLT) when the viscosity input indicates cold oil. This timer is in 10 second increments so a value of 3 is 30 sec. The maximum allowed value is 72 (720 sec or 12 min). A value of 0 or any value larger than 72 will be treated as 72 and thus allow the motor to run for 12 min before faulting.
13-183	S to R Transition Time (100 ms)	Used in conjunction with 13-156. In a Wye-Delta configuration, the S Relay output comes on for the time specified by 13-156. When that timer expires, the S Relay drops out and the R relay picks after the delay specified by this timer.

Earthquake Parameters

The table below lists the Earthquake Parameters.

Table 8: Earthquake Parameters

Parameter Value	Parameter Name	Description
00-102.0	Earthquake Enable	Set this parameter ON to enable seismic and counterweight derailment operation.
00-102.1	Run After Seismic	For cars with earthquake operation, setting this parameter ON allows the car to run at reduced speed after a trip of the seismic sensor. If this parameter is OFF (default), the car will go out of service at the next available floor.
00-102.2	Don’t Buzz on Earthquake	This parameter controls whether in-car buzzer sounds (OFF) or is silent (ON) when the car is on earthquake operation.

EMS Parameters

The table below lists the EMS Parameters.

Table 9: EMS Parameters

Parameter Value	Parameter Name	Description
00-051	EMS Phase 2 Exit Delay (100 ms)	Specifies how long to wait after exiting EMS Phase 2 before returning to normal operation. A programmable delay allows time for the patient to be removed from the elevator if EMS Phase 2 was turned off prior to removing the patient.
00-101	EMS Voice Message Number for CE Voice Units	Specifies what message number the Smartrise controller instructs a CE voice unit to play when the car is on EMS service.
13-014.0	Enable EMS	Turns on Emergency Medical Service (Hospital Code Blue or EMT). Jobs not configured for medical service should set this parameter OFF.
13-014.1	Exit EMS Phase 2 at Any Floor	Jobs with full hospital service should have this parameter turned ON. This allows the car to be placed on medical service at floor A and released back to normal operation at floor B. Jobs with EMT service should have this parameter OFF. When OFF, the car can only be placed on Medical Phase 2 at the Main Fire Recall Floor and must be returned to that floor to be released from medical service.
13-014.2	Allow EMS Phase 2 without Phase 1	When ON, allows the in-car, EMS Phase 2 key switch to place a car on EMS Phase 2, even if it was never placed on Phase 1. Jobs with medical service will likely want to have this parameter ON unless local code do not allow such operation.

Parameter Value	Parameter Name	Description
13-014.3	Fire Recall Overrides EMS Phase 1	When set ON, the activation of a smoke or Fire Phase 1 key causes a car that is currently on EMS Phase 1 to exit medical service and go on Fire Phase 1 recall. When turned OFF, the car will remain on EMS Phase 1. Cars on EMS Phase 2 will never switch to Fire Service until manually released from medical service.
13-144	EMS Phase 1 Timeout	EMS Phase 1 key, this parameter specifies how long it will remain there before returning to normal operation if no one places it on EMS Phase 2. Value is in seconds. If set to 0, a default of 60 seconds is used.

Fire Parameters

The table below lists the Fire Parameters.

Table 10: Fire Parameters

Parameter Value	Parameter Name	Description
00-018.0	Reset to Exit Ph1.	The lobby fire key is a 3-position key switch RESET-OFF-ON and must be rotated to RESET and back to OFF to clear Fire Phase 1. This parameter is normally set via SETUP | FIRE/EARTHQUAKE | RESET TO EXIT PH1.
00-018.1	Latch Smokes	When set ON, the controller remembers a smoke sensor activation even if the input goes high again. A reset signal (usually the lobby fire key) must be asserted to clear the smoke from the controller's memory. When OFF, the controller considers the smoke to be reset when its input goes high. No other reset is required. This parameter is normally set via SETUP | FIRE/EARTHQUAKE | LATCH SMOKES.
00-018.2	Exit Fire Phase 1 at Lobby	When set ON, the car must be at the main recall level with doors open to reset Fire Phase 1. When OFF, you can reset Phase 1 when the car is at any floor.
00-018.3	Phase 1 MLT Close Doors	When set ON, the controller automatically close the car doors after recalling if the MLT has expired. When OFF, the doors remain open.
00-018.4	Latch Phase 1 Key	Once the lobby fire key has been rotated to the ON position, it is treated as being in the ON position even if rotated back to OFF. The key must be rotated to the RESET position and back to OFF to clear the latched state. This parameter is normally set via SETUP | FIRE/EARTHQUAKE | LATCH PH1 KEY.

Parameter Value	Parameter Name	Description
00-018.5	Fire Stop Switch Prevents Door Operation	When set ON, prevents movement of the car doors when the Fire Stop switch is in the STOP position. When OFF, the Fire Stop switch stops the car but the operation of the doors remains normal (as though the switch were in the RUN position).
00-018.6	Smoke 3 Flash	Specifies that activation of the Smoke 3 input shall cause the In-car Fire Lamp to flash. This parameter is normally set via SETUP | FIRE/EARTHQUAKE | FLASH ON SMOKE 3.
00-018.7	Smoke 4 Flash	Specifies that activation of the Smoke 4 input shall cause the In-car Fire Lamp to flash. This parameter is normally set via SETUP | FIRE/EARTHQUAKE | FLASH ON SMOKE 4.
00-020.6	Traction Battery Rescue Overrides Fire Service	Traction elevators equipped with battery rescue devices usually have only enough power to move the elevator to the nearest landing. Under Fire Service, such an operation may not be allowed. This parameter specifies whether Fire Service shall be ignored (ON) when a traction elevator is operating on battery power or whether the elevator shall attempt to move only as allowed by the fire service mode (OFF) and possibly entrap people if the battery power runs out.
00-040	Smoke Sensor Debounce (100 ms)	Used to filter glitches on the smoke sensor inputs.

Parameter Value	Parameter Name	Description
00-066	Smoke 1 / Main Fire Floor	This parameter is set using SETUP | FIRE/EARTHQUAKE | ON SMOKE1/KEY GO TO Specifies the floor to which the car shall recall if Fire Service is initiated by either the Smoke 1 input or the Phase 1 fire key(s). This should be the main egress floor of the building and the floor where the lobby fire key is located. This floor is also used by the auto-call generation parameter 15-003. This floor is also used by the logic that a drives local output programmed as Fire/Earthquake | Doors Open @ Lobby.
00-067	Smoke 2 Floor	This parameter is set using SETUP | FIRE/EARTHQUAKE | ON SMOKE2 GO TO Specifies the floor to which the car shall recall if Fire Service is initiated by the Smoke 2 input. For most jobs this will be the alternate fire floor.
00-068	Smoke 3 Floor	This parameter is set using SETUP | FIRE/EARTHQUAKE | ON SMOKE3 GO TO Specifies the floor to which the car shall recall if Fire Service is initiated by the Smoke 3 input.
00-069	Smoke 4 Floor	This parameter is set using SETUP | FIRE/EARTHQUAKE | ON SMOKE4 GO TO Specifies the floor to which the car shall recall if Fire Service is initiated by the Smoke 4 input.

Parameter Value	Parameter Name	Description
00-081.0	Hide Group Smoke 1	Normally, in a multi-car group, the smoke sensors are wired to the group SRU board and their status is sent serially to the cars. In certain configurations, it may be necessary to have one or more smoke sensors go directly to a car. This is typically done if not every car shares a common hoistway or machine room. When this parameter is ON, it tells the car controller to ignore the status of Smoke 1 as sent from the group and use a local input for that smoke sensor.
00-081.1	Hide Group Smoke 2	Normally, in a multi-car group, the smoke sensors are wired to the group SRU board and their status is sent serially to the cars. In certain configurations, it may be necessary to have one or more smoke sensors go directly to a car. This is typically done if not every car shares a common hoistway or machine room. When this parameter is ON, it tells the car controller to ignore the status of Smoke 2 as sent from the group and use a local input for that smoke sensor.
00-081.2	Hide Group Smoke 3	Normally, in a multi-car group, the smoke sensors are wired to the group SRU board and their status is sent serially to the cars. In certain configurations, it may be necessary to have one or more smoke sensors go directly to a car. This is typically done if not every car shares a common hoistway or machine room. When this parameter is ON, it tells the car controller to ignore the status of Smoke 3 as sent from the group and use a local input for that smoke sensor.

Parameter Value	Parameter Name	Description
00-081.3	Hide Group Smoke 4	Normally, in a multi-car group, the smoke sensors are wired to the group SRU board and their status is sent serially to the cars. In certain configurations, it may be necessary to have one or more smoke sensors go directly to a car. This is typically done if not every car shares a common hoistway or machine room. When this parameter is ON, it tells the car controller to ignore the status of Smoke 4 as sent from the group and use a local input for that smoke sensor.
00-081.4	Smoke 1 Recalls to Rear	When Smoke 1 causes the car to go onto Fire Phase 1, it recalls to the floor specified by parameter 00-066. This parameter specifies whether it opens the rear door (ON) or the front door (OFF) when it arrives.
00-081.5	Smoke 2 Recalls to Rear	When Smoke 2 causes the car to go onto Fire Phase 1, it recalls to the floor specified by parameter 00-066. This parameter specifies whether it opens the rear door (ON) or the front door (OFF) when it arrives.
00-081.6	Smoke 3 Recalls to Rear	When Smoke 3 causes the car to go onto Fire Phase 1, it recalls to the floor specified by parameter 00-066. This parameter specifies whether it opens the rear door (ON) or the front door (OFF) when it arrives.
00-081.7	Smoke 4 Recalls to Rear	When Smoke 4 causes the car to go onto Fire Phase 1, it recalls to the floor specified by parameter 00-066. This parameter specifies whether it opens the rear door (ON) or the front door (OFF) when it arrives.
00-088.0	Shunt Trip on Smoke 1	Activates the shunt trip output when the car has completed Phase 1 recall and has opened its doors at the recall level. The shunt trip output is only activated if the Smoke 1 sensor is active. This parameter is ignored if 13-172.5 is set ON.

Parameter Value	Parameter Name	Description
00-088.1	Shunt Trip on Smoke 2	Activates the shunt trip output when the car has completed Phase 1 recall and has opened its doors at the recall level. The shunt trip output is only activated if the Smoke 2 sensor is active. This parameter is ignored if 13-172.5 is set ON.
00-088.2	Shunt Trip on Smoke 3	Activates the shunt trip output when the car has completed Phase 1 recall and has opened its doors at the recall level. The shunt trip output is only activated if the Smoke 3 sensor is active. This parameter is ignored if 13-172.5 is set ON.
00-088.3	Shunt Trip on Smoke 4	Activates the shunt trip output when the car has completed Phase 1 recall and has opened its doors at the recall level. The shunt trip output is only activated if the Smoke 4 sensor is active. This parameter is ignored if 13-172.5 is set ON.
00-088.4	Okay to Stop Outside of Door Zone on Fire Recall	This parameter should normally be OFF. This parameter determines how the car reacts when on Fire Phase 1 and it needed to reverse direction to go to the recall landing. Normally (OFF), the car stops at the next available floor and then reverse direction. If this parameter is ON, the car stops in between floors to reverse direction.
00-088.5	Ignore Door Contact Faults on Phase 2	This parameter should be ON for New York City jobs, OFF for jobs in most other locations. When ON, it tells the controller to ignore detected problems with the electric contacts of the Hall Locks and Gate switch when the car is on Fire Phase 2.

Parameter Value	Parameter Name	Description
00-088.6	Main and Remote Keys to Override Smokes	Specifies how the Phase 1 keys bring a car already recalled to the Alternate Recall Floor to the Main Recall Floor. For a system with two Phase 1 keys, code usually requires that both keys be in the on position to override the recall floor triggered by a smoke sensor. Set this parameter ON to comply with that. Set this parameter OFF to allow the Phase 1 key at the Main Recall Floor to pull the car away from the Alternate Floor even if the second fire key is in the off position. If the job has only one Phase 1 key, set this parameter to OFF.
00-088.7	Enable Remote Fire Key	This parameter determines if the job has one (OFF) Phase 1 key switch or two (ON). For jobs with two keys, we refer to the second one as remote since it is usually in a fire control room rather than connected directly to the hall riser.
00-100.0	Always Flash Fire Hat on Low Oil	This parameter should be OFF for jobs adhering to the A17.1-2007 or later code. This parameter should be set ON for jobs following code older than A17.1-2007. Starting in 2007, the fire hat may flash or may extinguish depending upon the timing between low oil and Fire Phase 1. When this parameter is set ON, the timing is ignored and the fire hat will flash for low oil, temp, and battery, regardless of when the input becomes active.
00-100.1	Hat Flash Ignores Smoke Trip Order	When this parameter is set ON, smoke inputs programmed to flash the In-car Fire Lamp will do so even if the corresponding smoke sensor was not the first sensor to trip. When clear (OFF), the In-car Fire Lamp only flashes if such a smoke sensor was the first one to activate. For most jobs, this parameter should be set OFF. Jobs installed in San Francisco, California, may require this parameter to be turned ON.

Parameter Value	Parameter Name	Description
00-100.2	Don't Latch Designated Level	Set this parameter ON for jobs on A17.1-2004 or older code. A value of OFF (default) complies with 2004+ rule 2.27.3.2.5 which says that once the car has been recalled by the Phase 1 key(s) from the Alternate level to the Main level, the recall level shall remain the Main level until controller exits Fire Service (even if the key(s) are later turned off). A value of ON complies with the older, pre-2004 code, that requires the car return to the Alternate level if either key is turned off but Fire Service is still active.
00-100.3	Group 2	Most jobs should have this parameter turned OFF. Any job installed under the old California Group 2 code should turn it ON.
00-100.4	Never Flash on Low Oil	Never flash the In-car Fire Lamp on low oil, oil temperature, or battery lowering. This parameter should be OFF for most jobs. Some older California jobs may require that it be turned ON. If this parameter and 00-100.0 are both ON, then this parameter is ignored.
00-100.5	Light Fire Hat on EP If Not Selected	For most jobs, the code requires that the In-Car Fire Lamp should be off when on emergency power if the car is not selected to run. Turn this parameter ON to override that.
00-100.6	Don't Bypass In-car Stop Switch on Phase 1	Turn this parameter ON to comply with the A17.1-2016+ fire code. Turn this parameter OFF to comply with pre-2016 code. Prior to the A17.1-2016 code edition, it was required that the In-car Stop switch become bypassed on Fire Phase 1 once the car was in motion. The 2016 code revised this requirement. In jurisdictions enforcing the newer code, the In-car Stop Switch must now remain operational at all times.

Parameter Value	Parameter Name	Description
00-106.0	Phase 2 Momentary DCB	This parameter should be OFF for most jobs to ensure that closing the doors on Fire Phase 2 requires constant pressure on the DCB. New York City jobs may need to have this parameter turned ON if only momentary pressure on the DCB is required during Fire Phase 2.
00-106.1	Phase 1 Bypass	Most 3-position Fire Phase 1 key switches are marked RESET-OFF-ON. For such switches, this parameter should be OFF. For key switches that are marked BYPASS-OFF-ON this parameter should be turned ON. This parameter is normally set via SETUP | FIRE/EARTHQUAKE | PHASE I BYPASS.
00-106.2	Phase 2 Auto Open at Recall	Most 3-position Fire Phase 1 key switches are marked RESET-OFF-ON. For such switches, this parameter should be OFF. For key switches that are marked BYPASS-OFF-ON this parameter should be turned ON. This parameter is normally set via SETUP | FIRE/EARTHQUAKE | PHASE I BYPASS.
00-106.3	DOL to Exit Phase 2	Set this parameter ON if code requires that the car doors be fully open (at the DOL to exit Fire Phase 2. If code allows the exiting Phase 2 with the doors closed or on jobs with manual car doors, this parameter should be turned OFF. This parameter is normally set via SETUP | FIRE/EARTHQUAKE | DOL TO EXIT PH2.
00-106.4	Old Chicago Fire Service	This parameter should be turned OFF on most jobs including those being installed in Chicago under the newer ASME code. For jobs that must adhere to the older (non-ASME) Chicago fire code, this parameter must be ON.
00-106.5	Smoke 2 Flash	Specifies that activation of the Smoke 2 input shall cause the In-car Fire Lamp to flash. This parameter is normally set via SETUP | FIRE/EARTHQUAKE | FLASH ON SMOKE 2.

Parameter Value	Parameter Name	Description
00-106.6	Group 3 Hold Function	Turn this parameter OFF on most jobs. For older jobs under California Group 3 code, this parameter should be set ON to provide proper door hold functionality when on Fire Phase 2.
11-106.7	Flash Lobby Fire Lamp	This parameter should be turned OFF on most jobs. Under A17.1 code, the flashing of the Lobby Fire Lamp is not allowed. In the event that local code requires it, setting this parameter ON causes the lobby lamp to flash whenever the In-car Fire Lamp is flashing.
13-172.0	Ph2 NYC Swing Reopen Disable	Jobs with parameter 00-106.0 set ON (mostly just New York City) reopens the car door if a swing door is open. Setting this parameter ON ignores the position of the swing door on Fire Phase 2.
13-172.1	Ph2 Swing Reopen Only	When a job is configured to allow the swing door to open the car door on Fire Phase 2 (13-172.0 is OFF), this parameter allows the reopening of a closing car door but not a fully closed door.
13-172.2	Invert Fire Phase 1 Output	When ON, this parameter inverts the state of a local output programmed as Fire/Earthquake and Fire Phase I.
13-172.3	Allow Reset on Active Smoke	When OFF, prevents Lobby Fire switch from resetting Fire Phase 1 if any smoke sensor is active. When ON, fire service resets but immediately goes back into Phase 1 if any smoke sensor is active. That may result in the car going moving from the main to the alternate landing. Leave this parameter OFF to comply with the latest A17.1/B44 code.

Parameter Value	Parameter Name	Description
13-172.5	Smokes 1-4: Main, Alt, Shunt, Flash	Sets the function of local inputs programmed as Fire/Earthquake then Smoke *x*. Normally, this parameter is set to OFF, meaning each Smoke input has an associated recall floor and an option of whether it shall cause the in-car fire hat lamp to flash. Setting this parameter ON changes the functions of the smoke inputs as follows: Smoke 1 sends car to the main floor (00-066). Smoke 2 sends car to alternate floor (00-067). Smoke 3 activates shunt trip output after recall. Smoke 4 flashes the in-car fire lamp. NOTE: When this parameter is ON, Smoke 3 and Smoke 4 have no effect unless either Smoke 1 or Smoke 2 are active.
13-172.6	Disable Door Restrictor on Phase 2	When set ON, the door restrictor outputs Doors (Front) then Restrictor and Doors (Rear) then Restrictor are always turned off when the car is on Fire Phase 2.
13-172.7	Flash Main and Alt Outputs	When set ON, local outputs programmed as Fire/Earthquake then Fire Main or Fire/Earthquake then Fire Alt flash when the in-car fire hat lamp flashes. Use for non-automatic elevators where Main and Alternate fire lamps are required instead of the normal fire hat jewel.

Flood Parameters

The table below lists the Flood Parameters.

Table 11: Flood Fire Parameters

Parameter Value	Parameter Name	Description
13-148	Number of Floors Subject to Flooding	Used in conjunction with the flood switch input. If a flood is detected, this parameter tells the controller which floors to avoid. If set to 0, the elevator can go to all floors. If the flood switch is active and this parameter is set to 1, the car is not allowed to go to the bottom floor. If set o 2, the elevator cannot go to the bottom 2 floors, etc.
13-149.0	Okay to Run in Flood	If set to ON, the car continues run with an active flood switch but stays above the floor indicated by 13-148. If set to OFF, the controller moves the car above flood level and take it out of service once stopped in a door zone.
13-149.1	Flood Overrides Fire	When set to ON, flood switch prevents Fire Service operation to flooded floors. When set to OFF, flood switch is ignored if car goes onto Fire Service.

Independent Service Parameters

The table below lists the Independent Service Parameters.

Table 12: Independent Service Parameters

Parameter Value	Parameter Name	Description
13-119	Independent Service Latch Time	Specifies how long (in 100 ms ticks) to wait after releasing the call button to reopen the doors. If value is too short, the doors may jitter while closing as the DC output goes on and off. Too long and the doors continue closing long after the call button is released. A value of 0 uses the default time of 200 ms (same as the value 2) which should work properly for most jobs.
13-122.1	Independent Service CC Closes Door	When ON, holding a car call button while on Independent Service causes the doors to close. When OFF, the DCB must be used to close the doors.

Inspection Mode Parameters

The table below lists the Inspection Mode Parameters.

Table 13: Inspection Mode Parameters

Parameter Value	Parameter Name	Description
13-120.4	Auto Close on CT Inspect	When set ON, car doors automatically nudge closed when direction is given on CT Inspection.
13-120.5	Auto Close on Hoistway Access	When set ON, car doors automatically nudge closed when direction is given on Hoistway Access. Doors automatically reopen when stopped in a terminal door zone.
13-120.6	Hoistway Access Auto Open on Terminal Approach	When set ON, doors automatically reopen when stopped in a terminal door zone on Hoistway Access.
13-123.5	Bottom Access is Rear Opening	Specifies whether the bottom Hoistway Access key switch is located at a front (OFF) or rear (ON) opening.
13-123.6	Top Access is Rear Opening	Specifies whether the top Hoistway Access key switch is located at a front (OFF) or rear (ON) opening.
13-123.7	Monitor on GateSwitch Hoistway Access	Set this parameter ON for jobs using 13-123.5 and 13-123.6.
13-149.2	IC Key for CT Inspect	If this parameter is ON, then to run on CT Inspection, you must have either Hoistway Access or In-Car Inspection key in the inspect position.

Jack Resync Parameters

The table below lists the Jack Resync Parameters.

Table 14: Jack Resync Parameters

Parameter Value	Parameter Name	Description
00-084	Jack Resync Start Time (15 min block)	This parameter is set using SETUP | MISC | RESYNC START TIME For dual-jack hydraulic elevators, specifies the time of day when a jack resynchronization operation shall occur. The value held here specifies a 15-minute window where: 0 = never 1 = 12:00 AM (midnight) 2 = 12:15 AM 3 = 12:30 AM 96 (x60) = 11:45 PM Parameter 13-146 can override this parameter.
00-085	Jack Resync Duration (1s)	This parameter is set using SETUP | MISC | RESYNC DURATION For dual-jack hydraulic elevators, specifies the duration of the jack resynchronization operation. The operation consists of lowering the car into the pit and leaving the DL (down leveling) valve open for the number of seconds specified by this parameter.

Parameter Value	Parameter Name	Description
13-166	Max Jack Offset (relative position)	Used on some dual jack hydraulics, this parameter is used for jack resync systems that use the inputs Controller then Jacks 1 and Controller then, Jacks 2 to detect jacks that have come out of alignment. The controller records the position anytime either one of these inputs change state. If the difference in the position recorded for the two switches exceeds this parameter, then a jack resync operation is initiated. Set this parameter to zero to disable this feature. The value of this parameter represents a number of position counts.

Landing System Parameters

The table below lists the Landing System Parameters.

Table 15: Landing System Parameters

Parameter Value	Parameter Name	Description
00-098.1	Quick Stop Output Normally On	Specifies how an output programmed as Controller then Quick Stop operates. If OFF, the output is active during an NTS stop or other time when a quick stop is required. If ON, the output is inverted and active at all times except during a quick stop.

Load Weighing Parameters

The table below lists the Load Weighing Parameters.

Table 16: Load Weighing Parameters

Parameter Value	Parameter Name	Description
13-121	Anti-Nuisance Max Car Calls Allowed Under Light Load	Use this parameter to cancel car calls if the load weigher indicates a light load but there are many car calls latched. This parameter indicates the maximum number of car calls that may be latched when a light load is present. If the number of latched calls exceeds the value specified here, then all the car calls are cancelled. This feature is disabled if this parameter is set to 0.
13-123.2	Flash PI on Overload	Set this parameter ON to cause the PI to flash when the controller is asserting an F128: Overloaded fault.

Miscellaneous Parameters

The table below lists the Miscellaneous Parameters.

Table 17: Miscellaneous Parameters

Parameter Value	Parameter Name	Description
00-000	Number of Door Zones	Number of door zones/vanes.
00-007.2	Standard Fan & Light Rules	Fan & Light output remains on during faults, when car is on Inspection, or other times when car may be stopped but occupied. Set this parameter OFF to turn off output after car stops for specified period regardless of other conditions. Set this parameter OFF when fan and light output is used to control emergency brake power.
00-007.3	CE Rear Lantern Support	Enable rear lantern bits on Byte 5 of CE driver board protocol. If this parameter is OFF, the front lantern control bits are used for both front and rear openings. This parameter should be ON except for some older controllers.
00-007.4	Hall Lanterns on Slow-down	When set, hall lanterns come on when car drops out of high speed. When clear they come on when car reaches door zone. As of version 2.36m, this option also affects CE lanterns.
00-007.5	Car Lanterns on DOL	When set, the car lanterns don't come on until the doors are fully open. When clear, the lantern comes on as soon as GSW opens. This option was added in version 2.26j.
00-007.6	Use CCBs to Assign Attend Service Direction	Pressing a car call button assigns direction when on Attendant Service. This can be used instead of dedicated UP and DOWN direction buttons on the COP panel.
00-014.0	Latch MLT fault after resetting the controller.	Requires a DIPA 1+ Reset to clear.
00-014.1	Latch low oil fault after resetting the controller.	Requires a DIPA 1 + Reset to clear.
00-014.3	Latch e-brake fault after resetting the controller.	Requires a DIP A1 + Reset to clear.

Parameter Value	Parameter Name	Description
00-017.0	Log NTS Alarms.	Logs an alarm when an NTS stop is performed. Added in version 2.31n.
00-017.1	Ignore Calls During Jack Resync	Call demands do not cancel a jack resync in progress.
00-017.2	Passing Chime Always Enabled	Passing floor chime is always enabled. When clear, an 'S' button input can temporarily enable the chime.
00-017.3	Electronic Normal Limits	Use electronic Normal Limits instead of mechanical switches.
00-017.6	Log Relevel Alarms	When set, A22:Relevel alarms are logged. When clear they are not logged. Added in version 2.29m.
00-017.7	Self-Reset Speed Dev	When set, F71 Speed Dev fault will clear itself. When clear, F71 is a latching fault and must be reset with DIPA 1 + RESET or a TRACTION LOSS RESET button. Added in version 2.30b.
00-025	Screen Lock Timeout (1 min)	Specifies how long to wait after no activity on the SRU buttons before going into screen saver mode and prompting for a PIN code. This parameter has no effect if the PIN code parameter (15-002) is set to zero. The timeout specified by this parameter is in 1- minute increments. If this parameter is set to 0, then a 20 second timeout is used.
00-039	SAF Relay Drop Delay (10 ms)	This parameter is set using (if available) SETUP | TIMERS | SAF DROP DELAY Specifies how long to wait after the end of the run to open the SF relays.
00-041	Max Faults Per Hour	Specifies how many times the controller can fault during a 1-hour window before being taken out of service. Only faults that occur while the run flag is on count toward this limit. Faults that occur while stopped do not. If the controller faults out of service, it will remain out of service until the real-time clock increments to the next hour. This parameter can be set to values 0x01-0x0C (12). If set to a value outside this range, a default of 7 is used.

Parameter Value	Parameter Name	Description
00-042	Max Starts Per Minute	Specifies how many times the car may attempt to start a run in Automatic operation during a 1-minute window. If the controller attempts additional runs, the car goes out of service until the real-time clock increments to the next minute. Set this parameter to 0 to disable the feature.
00-043	Zero Speed Timeout (100 ms)	Specifies how long to wait before logging a speed deviation fault if the run flag is on and the FPM is 0. For tractions, this time should take into account the start delays for lifting the brake and energizing the motor. For hydros, this parameter is only used for downward movements. Upward movements are governed by the Max Run Time parameter (00-054).
00-054	Max Run Time (1s)	This parameter is set using SETUP | TIMERS | MAX RUN TIME Controller faults if the motor has run for longer than this amount of time and the car has not yet reached its destination.
00-055	Safety Repick Delay (1s)	This parameter is set using SETUP | TIMERS | SAF REPICK DELAY After the SF relays open at the end of a run, this parameter governs the minimum number of seconds that must pass before the relays can be closed again to initiate another run.

Parameter Value	Parameter Name	Description
00-071	Lobby Floors 1 (00-071)	Designates up to two floors as lobby floors. Floors designated as lobbies use the dwell time specified by 13-095 rather than 13-094 when on Sabbath operation. Parameter 00-063 references these parameters. The floor specified as Lobby Floor 1 is used when the Car to Lobby input is activated. Lobby floors are zero based meaning 0 = bottom floor. Most buildings have only 1 lobby floor so both values should be set to that floor. The lobby floor is usually the main egress floor for the building.
00-079	Dead Zone Size	This parameter is set using SETUP | FLOOR LEVELS | DEAD ZONE SIZE Specifies the size of the dead zone in position (tape) counts.
00-080	Fan and Light Turn Off Time (1s)	This parameter is set using SETUP | TIMERS | FAN & LIGHT TIME Specifies how many seconds after the car becomes idle that the Fan & Light output shall be activated. Some controllers use this output to control the e-brake rather than the car fan and light. See Binary Parameter 00-007.2. A value of 0 prevents the output from ever coming on and can be used to keep the car light and fan always on.
00-098.3	Invert Discreate PI Outputs	When using SRU outputs to drive a position indicator, this parameter allows the output signals to be inverted.

Parameter Value	Parameter Name	Description
00-099	Max Leveling Time (1s)	Specifies how many seconds a car in automatic operation can run at leveling speed before faulting with an F232:Missed Door Zone. Setting this parameter to 0 disables this fault.
00-103.5	Ignore the Out of Service Input	When set ON, the controller ignores an input programmed as Controller then Go OOS.
00-103.6	Open Rear Door on Out of Service Input	When the controller is taken out of service by Controller then Go OOS input, this parameter determines whether it opens the front (OFF) doors or the rear (ON) doors.
00-107.1	Enable Releveling	Turn this parameter ON to enable the controller to automatically maintain the car level with the landing after stopping. This parameter should normally be ON when the car is in service. During the installation of the controller and when adjusting the floor levels, this parameter should be OFF to prevent the controller from attempting to relevel with erroneous floor level information. This parameter is normally set via SETUP | FLOOR LEVELS | RELEVELING.
00-107.3	PI Output in Door Zone Only	Turn this parameter OFF on most controllers. When ON, it prevents the discrete PI outputs, programmed on an SRU board, from activating if the elevator is not in a door zone. This may be needed when the PI outputs are used to control a device, other than a position indicator, and actuation of that device is only desired when the car is physically at the landing. For example, suppose an SRU output is programmed as Auto Operation then PI 3. If this parameter is OFF, the output will be active whenever the car is closer to floor 3 than to any other floor. If this parameter is ON, the output will only be active when the car is in door zone at floor 3.

Parameter Value	Parameter Name	Description
00-109.7	Lantern Front/Rear Combo	For cars with rear doors, causes the rear arrival lanterns to activate whenever the front lanterns do.
00-111.2	Terminal to Terminal Runs	Causes the controller to continuously run the car from one terminal floor to the other until this parameter is turned off.
00-111.3	Non-Selective Hall Calls	This parameter should be OFF for most jobs. Set this parameter ON for jobs that have non-selective (only one call button per landing) hall calls. In such a configuration, all call buttons should be wired as down calls. The UL output of the hall board, which normally controls the Up Lamp, is configured to drive an In-Use Lamp.
00-111.4	Non-Collective Hall Calls	This parameter should be OFF for most jobs. Set this parameter ON for jobs that have non-collective (only one call can be placed at a time) hall calls. In such a configuration, all call buttons should be wired as down calls. The UL output of the hall board, which normally controls the Up Lamp, is configured to drive an In-Use Lamp.
00-111.6	Car to Lobby Opens Rear Door	When the elevator is recalled to the lobby by a Car to Lobby input, this parameter determines whether the car opens its front door (OFF) or its rear door (ON).
13-015.7	Swap “IS” and “IN” PI Messages on CE	When OFF, the CE driver board displays IS when the car is on Inspection, and IN when the car is on Independent Service. When ON, the messages are swapped.
13-099.0	Invert Low Oil Input	When OFF (default) the Low Oil input is treated as normally closed. Voltage on the input terminal indicates the oil level is good. Lack of voltage on the input indicates low oil. When ON, voltage indicates low oil.

Parameter Value	Parameter Name	Description
13-099.1	Invert Low Pressure	When OFF (default) the Low Pressure input is treated as normally closed. Voltage on the input terminal indicates the pressure is good. Lack of voltage on the input indicates low pressure. When ON, voltage indicates low pressure.
13-099.2	Invert DCL Input	When OFF (default) the (DCL) input is treated as normally open. Voltage on the input terminal indicates the door has not yet reached the fully closed position. When the door reaches the fully closed position, the limit switch opens, removing voltage from the terminal. When ON, voltage indicates the door is in the fully closed position.
13-099.3	Invert DOL Input	When OFF (default) the DOL input is treated as normally open. Voltage on the input terminal indicates the door has not yet reached the fully open position. When the door reaches the fully open position, the Limit switch opens, removing voltage from the terminal. When ON, voltage indicates the door is in the fully open position.
13-099.4	Invert Overheat Input	When OFF (default) the Overheat input is treated as normally closed. Voltage on the input terminal indicates the temperature is good. Lack of voltage on the input indicates an overheat condition. When ON, voltage indicates an overheat condition.

Parameter Value	Parameter Name	Description
13-099.5	Invert Viscosity Input	When OFF (default), the Viscosity input is treated as normally closed. Voltage on the input terminal indicates the oil temperature is good. Lack of voltage on the input indicates the oil is cold and a viscosity operation should be performed to warm it up. When ON, voltage indicates the oil is cold.
13-099.6	Invert Flood Input	When OFF (default) the Flood input is treated as normally open. Voltage on the terminal indicates the pit is flooded. When ON, voltage indicates normal and lack of voltage indicates a flood.
13-099.7	Invert HC Lockouts	When OFF (default), voltage on a hall call security input tells the controller to allow calls from that hall station. Lack of voltage means to reject calls from that station. When ON, voltage on the input means to reject calls from that hall station.
13-123.0	Binary PIs	Determines how discrete PI outputs are driven. Set this parameter OFF (default) for “one wire per floor” operation where a single PI output terminal is one at a time. This requires as many outputs as there are floors when driving floor indicators. Set this parameter ON for “binary”. In binary format, multiple outputs are driven simultaneously to represent a numeric value on the outputs. Use parameter 13-124 to determine if the bottom floor is represented as 0, 1, or another numeric value.

Parameter Value	Parameter Name	Description
13-123.4	Recalculate Position in Flight When Passing DZ	On a non-absolute landing system, this parameter causes the current position count to be updated to the learned position of the current door zone. This parameter should be kept OFF unless directed by Smartrise technical support while troubleshooting. It is not intended to be left on for extended periods.
13-124	Bottom Floor Numeric Value	When using binary PI outputs (13-123.0 is ON), this parameter specifies what numeric value is written to the PI output terminals when the car is at the bottom floor. The second floor is this value + 1 and so on. The value used depends on the fixture but will usually be either 0 or 1.
13-140	Out of Service Floor	This parameter specifies what floor the elevator should go to in response to an SRU input Auto Operation then Go OOS. A value of 1 means go to the bottom floor, 2 means go to the 2nd floor, etc. A value of 0 means go to the nearest available floor.
13-142	Hall Reopen Timer	Specifies for how many seconds after car gets a demand to leave the floor that pressing the Hall Call button at the floor causes the closing doors to reopen. A 0 value will default to 5 seconds.
13-149.4	Latch OOS Input	When this parameter is ON, the controller latches the Out of Service input so that the car stays out of service even if the input goes back off. When this parameter is OFF, the car goes out of service only while the input is active and return to normal service when the input deactivates.

Parameter Value	Parameter Name	Description
13-150	Delay Before Dumping Hall Calls After a Fault Occurs (100 ms)	Normally when fault occurs, the controller immediately drops any hall calls assigned to it. This parameter allows the controller to retain its hall calls for a brief amount of time. If the fault clears before this timer has expired, then the controller resumes servicing the calls. If the car remains out of service beyond the specified time, then the calls are dropped (or in the case of a group, reassigned to another car). This timer is in 100 ms ticks so a value of 1 = 0.1 s, 2 = 0.2 s, etc.
13-151.0	Reject Car Calls Behind Car	Set this parameter to ON to prevent car calls from latching in opposite direction of travel. For example, if someone gets in a car going up and tries to enter a car call to floor 1, it won't latch.
13-151.1	Enable Hall Call Buzzer	Causes in-car buzzer to sound when a hall call button is pressed.
13-151.2	Disable Emergency Dispatch	Prevents emergency dispatching upon loss of hall calls from group or hall riser (simplex only). This parameter should normally be OFF once controller is in public operation but may need to be turned ON during installation if the hall network (or group network) is not yet connected.
13-151.3	Allow Hall Call Buzzer When Doors are Closed	Normally the hall call buzzer only sounds when an elevator door is open. Set this parameter ON to sound the buzzer whenever a hall call is pressed, regardless of the door position. This parameter is only effective if 13-151.1 is ON.
13-151.4	Enable "This Car Next" Lantern	Changes the function of Discrete Hall Lantern Up A for use with a This Car Next (TCN) lantern. The difference is that the TCN lantern only comes on if an up hall call at the specified floor is being answered (not if the car is going up due to a car call). Also, the discrete hall lanterns only come on when the door starts to open while the TCN lantern comes on as the car levels into the floor.

Parameter Value	Parameter Name	Description
13-152.7	Manual Reset of E-Brake After Governor Trip	This parameter determines how the emergency brake gets reset when it is tripped due to the governor input going low. If this parameter is OFF, then the e-brake automatically resets once the governor input goes high. If this parameter is ON, a DIPA 1 + reset of the MR SRU board must be done to reset the emergency brake.
13-155.3	OOS N.C.	This parameter determines how the emergency brake gets reset when it is tripped due to the governor input going low. If this parameter is OFF, then the e-brake automatically resets once the governor input goes high. If this parameter is ON, a DIPA 1 + reset of the MR SRU board must be done to reset the emergency brake.
13-167.0	Discrete HC Lockout “A” is Rear	For controllers with a local input programmed as Auto Operation then HC Lockout A, this parameter specifies whether the hall call lockout is at the front door (OFF) or rear door (ON).
13-167.1	Discrete HC Lockout “B” is Rear	For controllers with a local input programmed as Auto Operation then HC Lockout B, this parameter specifies whether the hall call lockout is at the front door (OFF) or rear door (ON).
13-167.2	Discrete HC Lockout “C” is Rear	For controllers with a local input programmed Auto Operation then HC Lockout C, this parameter specifies whether the hall call lockout is at the front door (OFF) or rear door (ON).
13-167.3	Discrete HC Lockout “D” is Rear	For controllers with a local input programmed Auto Operation then HC Lockout D, this parameter specifies whether the hall call lockout is at the front door (OFF) or rear door (ON).
13-168	HC Lockout Floor "A"	For controllers with a local input programmed as Auto Operation then HC Lockout A,, this parameter specifies what floor the hall call lockout is at. 0 = bottom floor, 1 = 2nd floor, etc.

Parameter Value	Parameter Name	Description
13-169	HC Lockout Floor "B"	For controllers with a local input programmed as Auto Operation then HC Lockout B, this parameter specifies what floor the hall call lockout is at. 0 = bottom floor, 1 = 2nd floor, etc.
13-170	HC Lockout Floor "C"	For controllers with a local input programmed Auto Operation then HC Lockout C, this parameter specifies what floor the hall call lockout is at. 0 = bottom floor, 1 = 2nd floor, etc.
13-171	HC Lockout Floor "D"	For controllers with a local input programmed as Auto Operation then HC Lockout D, this parameter specifies what floor the hall call lockout is at. 0 = bottom floor, 1 = 2nd floor, etc.

Parking Parameters

The table below lists the Parking Parameters.

Table 18: Parking Parameters

Parameter Value	Parameter Name	Description
00-078	Park Delay Time (1s)	This parameter is set using SETUP | GROUP SETUP | PARK DELAY TIME Specifies how long the car shall wait to park after becoming idle. Setting this value to 0 disables parking (except when car is part of a group and the dispatcher is in Lobby Up Peak mode).
00-083	Simplex Park Floor	For simplex controllers only, specifies the floor at which an idle car shall park. 0 = bottom floor 1 = 2nd floor 2 = 3rd floor etc. For cars that are part of a group (including 1-car groups), the group dispatcher board assigns the car's park floor.
13-122.3	Park with Doors Open	An idle car keeps doors open when at park floor but close them at other floors.

Sabbath Parameters

The table below lists the Sabbath Parameters.

Table 19: Sabbath Parameters

Parameter Value	Parameter Name	Description
13-091	Sabbath Start Time	When timed Sabbath operation is used, this parameter specifies the time of day when Sabbath operation should begin. Timed Sabbath operation always begins on Friday. This timer is in 15-minute increments. See Table 23 for what values correspond to what times of day. This parameter is normally set via menu option SETUP | MISC | SABBATH | START TIME. This parameter works in conjunction with 13-093.1.
13-092	Sabbath Stop Time	When timed Sabbath operation is used, this parameter specifies the time of day when Sabbath operation should end. Timed Sabbath operation always ends on Saturday. This timer is in 15-minute increments. See Table 23 for what values correspond to what times of day. This parameter is normally set via menu option SETUP | MISC | SABBATH | STOP TIME. This parameter works in conjunction with 13-093.1.
13-093.0	Sabbath Enabled by Input	Sabbath operation can be enabled by an SRU input. The input must be programmed as Auto Operation then Sabbath Enable. When the input terminal is high (24 VDC), the car will go onto Sabbath operation. This parameter is normally set via menu option SETUP | MISC | SABBATH | KEY REQUIRED.
13-093.1	Sabbath Timer	When this parameter is ON, Sabbath operation can be enabled timer parameters 13-091 and 13-092. This allows automatic Sabbath operation from a start time (13-091) on Friday until a stop time (13-092) on Saturday. This parameter is normally set via menu option SETUP | MISC | SABBATH | TIMER REQUIRED.

Parameter Value	Parameter Name	Description
13-093.2	Buzz Before Closing Door on Sabbath	Set this parameter ON to cause the in-car buzzer to sound prior to the closing of the doors when on Sabbath operation. Parameter 13-016 governs how long the buzzer sounds prior to the doors initiating their close. This option can be used to alert passengers that the elevator is about to leave the floor. This parameter is normally set via menu option SETUP | MISC | SABBATH | BUZZ BEFORE CLOSE.
13-093.3	Disable PHE on Sabbath Operation	Set this parameter ON to disable the photo-eye (PHE) / light curtain when on Sabbath operation. When this parameter is ON and the car is on Sabbath operation, a local output programmed as Auto Operation then Disable PHE is asserted. A relay wired to this output can be used to cut power to the photo-eye / light curtain. For safety, full speed closing of the doors is disabled when running on Sabbath operation in such a configuration. This parameter is normally set via menu option SETUP | MISC | SABBATH | DISABLE PHE.
13-093.4	Reject Car Calls When on Sabbath Operation	When a car is on Sabbath operation, it will automatically generate car calls according to a preset pattern. This parameter governs whether car call buttons pressed by a passenger shall be accepted (OFF) or rejected (ON). Suppose the elevator is on Sabbath and the current direction of travel is only serving odd numbered floors. If a passenger presses a call button for an even numbered floor, that call is served if this parameter is OFF. If this parameter is ON, the call will not latch and the passenger has to wait until the car changes direction and begins serving even number floors. This parameter is normally set via menu option SETUP | MISC | SABBATH | IGNORE CAR CALLS.

Parameter Value	Parameter Name	Description
13-093.5	Prevent Group from Putting Car on Sabbath	When the Group SRU board has been configured for Sabbath operation, it normally selects which car it wants to use. Set this parameter ON to prevent the group from selecting this car. This parameter is normally set via menu option SETUP | MISC | SABBATH | OVERRIDE GROUP.
13-093.7	Bidirectional Service on Sabbath	When this parameter is OFF (default), the car begins Sabbath service at the top floor, then work its way down. Upon reaching the bottom floor, it returns non-stop to the top and start again. When this parameter is ON, the car stops at each floor in both directions.
13-094	Sabbath Door Dwell Time (Non-Lobby)	Specifies how long the car keeps its doors open at each non-lobby floor when running on Sabbath operation. This parameter is normally set via menu option SETUP | MISC | SABBATH | DOOR DWELL NON-LOBBY.
13-095	Sabbath Door Dwell Time (Lobby)	Specifies how long the car keeps its doors open at the lobby floor(s) when running on Sabbath operation. Lobby floors are defined by parameters 00-071 and 00-072. It is often desirable to have the car stop for a longer period at a lobby floor as the passenger traffic is generally greater. This parameter is normally set via menu option SETUP | MISC | SABBATH | DOOR DWELL LOBBY.
13-096.0	Enable CC Lamps on Sabbath	Specifies whether the car call lamps shall illuminate (ON) or not (OFF) when the car is running on Sabbath operation.
13-096.3	Hall Calls and Car Calls Preempt Sabbath Service	Allows car to continue accepting car calls and hall calls when on Sabbath. When a call is entered manually from a call button, the controller stops auto-generating calls and service the manually entered calls. Auto-generation of Sabbath Service calls resumes when car becomes idle.

Security Parameters

The table below lists the Security Parameters.

Table 20: Security Parameters

Parameter Value	Parameter Name	Description
00-021.1	Independent Service Overrides Security	For a car on Independent Service, specifies whether Car Call Security is disabled (ON) or remains active (OFF). When disabled, a car placed on Independent Service is free to go to any opening. Once the car is placed back on Normal operation, Car Call Security is re-enabled. This parameter is normally set via SETUP | SECURITY | IND SRV OVERRIDES.
00-021.2	Disable DOB at Secured Floors (All)	Button from opening a fully closed door at a secured landing. The DOB always opens a door that is closing but not yet fully closed. This parameter affects both front and rear doors. To secure the DOB a just one door, use parameters 00-021.3 and 00-021.4.
00-021.3	Disable DOB at Secured Floors (Front)	Button from opening a fully closed door at a secured landing. The DOB always opens a door that is closing but not yet fully closed. This parameter affects the front door only.
00-021.4	Disable DOB at Secured Floors (Rear)	Button from opening a fully closed door at a secured landing. The DOB always opens a door that is closing but not yet fully closed. This parameter affects the rear door only.

Parameter Value	Parameter Name	Description
00-021.5	"Enable All CCBs" Input Overrides Security	When set ON, tells that controller that whenever an SRU's local input that is programmed as Auto Operation then Enable All CCBs goes high, Car Call Security shall be disable at all openings. This is the standard use of the Enable All CCBs input. When set OFF, an alternate use of the Enable All CCBs input is selected. In a controller with timed based security, activation of this input causes the system to activate the Car Call Security even if the system clock indicates that this is not a time when security would normally be on.
00-021.6	Finish Answering Car Calls Before Returning on Car to Lobby	When the Car to Lobby input is asserted, the car stops answering hall calls. This parameter determines how it handles car calls. If this parameter is ON, the controller continues responding to car calls until none are left. It will then return to the lobby. If this parameter is OFF, then the car cancels any existing car calls and return to the lobby floor immediately.
00-073	Security Start Time Weekdays (15 min block)	This parameter is set using SETUP | SECURITY | START TIME (M-F) For controllers using timed call button security, this parameter specifies what time to activate security on a weekday (Monday-Friday). For example, security may be off during the day but come on a 5:00 PM. The value held here specifies a 15-minute window where: 0 = timed security is off 1 = 12:00 AM (midnight) 2 = 12:15 AM 3 = 12:30 AM … 96 (x60) = 11:45 PM

Parameter Value	Parameter Name	Description
00-074	Security Stop Time Weekdays (15 min block)	This parameter is set using SETUP | SECURITY | STOP TIME (M-F) For controllers using timed call button security, this parameter specifies what time to turn off security on a weekday (Monday-Friday). For example, security may be on at night but go off at 6:00 AM. The value held here specifies a 15-minute window where: 0 = timed security is off 1 = 12:00 AM (midnight) 2 = 12:15 AM 3 = 12:30 AM … 96 (x60) = 11:45 PM NOTE: If using timed security and you want the security to be active 24 hours a day, you must set 00-073 and 00-074 to the same, non-zero value. For example, setting both parameters to 1 give 24-hour security (12:00 AM to 12:00 AM). Setting the on/off times to 12:00 AM / 11:45 PM will leave a 15-minute gap between 11:45 PM and 12:00 AM where security is off.
00-086	Security Start Time Weekends (15 min block)	This parameter is set using SETUP | SECURITY | START TIME (S-S) Same as parameter 00-073 except that this parameter is in effect only on Saturdays and Sundays.
00-087	Security Stop Time Weekends (15 min block)	This parameter is set using SETUP | SECURITY | STOP TIME (S-S) Same as parameter 00-074 except that this parameter is in effect only on Saturdays and Sundays.
00-108.0	CCB Security Enable	Use this parameter to enable (ON) or disable (OFF) Car Call Security. This parameter is normally set via SETUP | SECURITY | ENABLE CC LOCKOUT.

Parameter Value	Parameter Name	Description
00-108.2	Timed Hall Call Security	Use this parameter to enable (ON) or disable (OFF) Timed Hall Call Security. This parameter is normally set via SETUP | SECURITY | TIMED LOCKOUT HC.
00-108.4	Use Floor Codes	When ON, secured car calls are latched by entering a code on the COP buttons. This parameter is normally set via SETUP | SECURITY | USE FLOOR CODES.
00-108.6	CCE Latches Call	This parameter should be turned OFF on most jobs. Normally, a car call to a secured floor is entered by activating the Car Call Enable (CCE) input followed by pressing the call button. When this parameter is set ON, activating the CCE input latches the call without the need to press the call button itself.

Speed Parameters

The table below lists the Speed Parameters.

Table 21: Speed Parameters

Parameter Value	Parameter Name	Description
00-023.0	Reduced Speed on Reset	Causes the controller to run at a lower speed than usual after a power cycle. This parameter is used with non-absolute position landing systems so the controller can run the car at a slower speed until absolute position can be re-established.
00-023.2	Hydro UPL if UPH	Applies to hydraulic controllers only. This parameter should be set ON to turn on the UPL (Up Leveling) output whenever the UPH (Up High) is on. If your valve requires only one output be active at a time, then turn this parameter OFF.
00-023.3	Hydro DNL if DNH	Applies to hydraulic controllers only. This parameter should be set ON to turn on the DNL (Down Leveling) output whenever the DNH (Down High) is on. If your valve requires only one output be active at a time, then turn this parameter OFF.

Swing Mode Parameters

The table below lists the Swing Mode Parameters.

Table 22: Swing Mode Parameters

Parameter Value	Parameter Name	Description
13-126.0	Enable Swing	Cars that are configured for Swing Operation must have this parameter set ON or the elevator never goes on swing. Setting this parameter OFF prevents an elevator from going on Swing Operation.
13-126.1	Call Enables Swing	Setting this parameter ON enables a car to go onto Swing Operation as the result of a call placed on an inconspicuous riser. If this parameter is OFF, then an SRU input configured as Auto Operation then Swing Operation must be active before calls from the inconspicuous riser are enabled.
13-126.2	Stay in Group on Swing	When this parameter is set ON, the car continues to accept hall calls from the Group while also answering calls from its own inconspicuous riser.
13-126.3	Swing Key Selects Rear Door	Used on several hotel jobs where the cleaning people access the elevators through the rear doors and the general public, through the front. This parameter locks out the front doors when on Swing and the rear doors when not on Swing.
13-127	Swing Operation Timeout	If Swing Operation is entered by a button press on the inconspicuous riser, this timer specifies how long to remain on Swing Operation once the car becomes idle. Value is in seconds.

15-Min Time of Day Values

The table below lists the 15-Min Time of Day Values.

Table 23: 15-Min Time of Day Values

Parameter Value	Time of Day
x00	Timer Disabled
x01	12:00 midnight
x02	12:15 AM
x03	12:30 AM
x04	12:45 AM
x05	1:00 AM
x06	1:15 AM
x07	1:30 AM
x08	1:45 AM
x09	2:00 AM
x0A	2:15 AM
x0B	2:30 AM
x0C	2:45 AM
x0D	3:00 AM
x0E	3:15 AM
x0F	3:30 AM
x10	3:45 AM
x11	4:00 AM
x12	4:15 AM
x13	4:30 AM
x14	4:45 AM
x15	5:00 AM
x16	5:15 AM
x17	5:30 AM

Parameter Value	Time of Day
x18	5:45 AM
x19	6:00 AM
x1A	6:15 AM
x1B	6:30 AM
x1C	6:45 AM
x1D	7:00 AM
x1E	7:15 AM
x1F	7:30 AM
x20	7:45 AM
x21	8:00 AM
x22	8:15 AM
x23	8:30 AM
x24	8:45 AM
x25	9:00 AM
x26	9:15 AM
x27	9:30 AM
x28	9:45 AM
x29	10:00 AM
x2A	10:15 AM
x2B	10:30 AM
x2C	10:45 AM
x2D	11:00 AM
x2E	11:15 AM