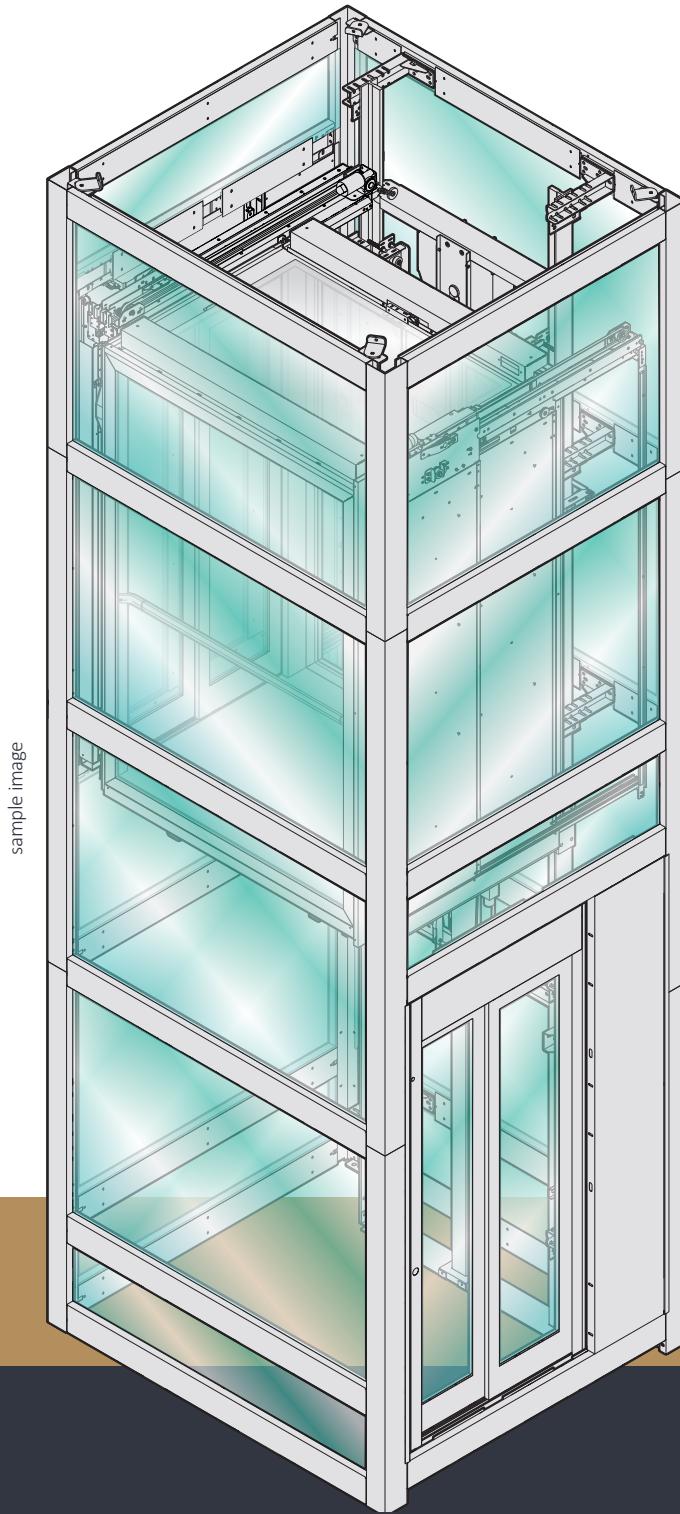


InDomo®

Hydraulic platform lift

ELECTRICAL EQUIPMENT (U.D.E.C.) INSTALLATION AND DIAGNOSTICS



LIFTINGITALIA®
AREALIFT®

HOMELIFTS & PLATFORM LIFTS MADE IN ITALY

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1. Manual reading guide

IMPORTANT!



EN: Translation of the original instructions

This product may only be commissioned if these instructions are available to you in an official EU language that you understand and you have understood the contents. If this is not the case, please contact your Lifting Italia S.r.l. contact partner.

READ THIS MANUAL CAREFULLY

BEFORE INSTALLING AND USING THE PRODUCT

Retain the technical documentation near the lifting platform for the entire lifecycle of the product. In case of change of ownership, the technical documentation must be provided to the new user as an integral part of the product.

1.01. Preliminary information

NOTICE



This product must be installed and put into operation according to the provisions and regulations in force. Improper installation or improper use of the product can cause damage to people and property, as well as cause the warranty to lapse.

FOLLOW THE SUGGESTIONS AND RECOMMENDATIONS TO OPERATE IN SAFETY.

Any unauthorized modification can compromise the safety of the system, as well as the correct operation and the life of the machine. If you have any doubts regarding the correct understanding of the information and contents contained in this manual, contact LIFTING ITALIA S.r.l. immediately.

QUALIFIED PERSONNEL.

The product covered by this documentation can only be installed by qualified personnel, in compliance with the attached technical documentation, above all in compliance with the safety warnings and the precautions contained therein.



Specifications may be subject to change without notice due to product improvement development. The drawings in this manual are to be considered as indicative and are NOT an exact reference to the product.

1.02. Personal security and risk recognition

This manual contains safety rules that must be observed to safeguard personal safety and to prevent damage to the property.

The indications to be followed to guarantee personal safety are highlighted by a triangle symbol while those to avoid material damage are not preceded by the triangle. The hazard warnings are shown as follows and indicate the different levels of risk in descending order.

RISK CLASSIFICATION AND RELATIVE GRAVITY OF DAMAGE	
DANGER	The symbol indicates that the failure to comply with appropriate safety measures causes death or serious physical injury.
WARNING	The symbol indicates that the failure to observe the corresponding safety measures can cause death or serious personal injury.
CAUTION	The symbol indicates that failure to observe the relevant safety measures can cause minor or moderate personal injury or damage to the device.
NOTICE	It is not a symbol of security. It indicates that the failure to comply with relevant safety measures can result in property damage.
INFORMATION	It is not a symbol of security. It indicates important information.

RISK LEVEL



If there are multiple levels of risk, the danger warning always indicates the highest one. If a warning is drawn with a triangle to warn of the risk of injury to persons, the risk of possible property damage may also be caused at the same time.

WARNING	
	During installation / maintenance of the platform, the safety functions are temporarily suspended. Therefore all necessary precautions must be taken to avoid personal injury and / or damage to the product.

2. Safety and information Signs

2.01. DANGER Signs



2.02. PROHIBITION Signs



2.03. MANDATORY Signs



2.04. Information symbols and infographics



	INFORMATION Symbol that identifies information that is useful to the installer but is not mandatory for the installation, nor does it pose a risk to the user..
	IMPORTANT! Symbol that identifies information that is important but is not mandatory for the installation, nor does it pose a risk to the user.
	ELECTRICAL CONNECTIONS Symbol that identifies the connection of an electrical component.

3. Liability and warranty conditions

RESPONSIBILITY OF THE INSTALLER

IMPORTANT!



Installers are responsible for ensuring compliance with safety procedures at work and any health and safety regulations in force in the country and on the site where the assembly is carried out.

The persons authorized to carry out installation, maintenance, and rescue operations are those in possession of an elevator maintenance authorization certificate, issued according to the regulations in force in the country where the assembly is carried out.

The elevator / platform (and each of its components) is produced and intended to be installed as described in the attached project drawing and in this manual; any divergence from the prescribed procedure may affect the operation and safety of the system and cause the immediate cancellation of the warranty.

Any modification or variation made to the project and the assembly Instructions must be documented in detail and referred to LIFTING ITALIA S.r.l., in order to allow the company an adequate assessment. Under no circumstances can a modified system be activated without the express authorization of LIFTING ITALIA S.r.l.

The elevator / platform must only be used in the way envisaged by the system and illustrated in the relative manuals (transportation of people and / or things, maximum loads, cycles of use, etc.). LIFTING ITALIA S.r.l. assumes no responsibility for damage to persons and property caused by improper use of the system.



Pictures and images on this manual are for illustration purposes only.

4. General requirements and installation site management

4.01. General requirements

IMPORTANT!



For more information on safety, liability and warranty conditions, receipt and storage of material on site, packaging, waste disposal, cleaning and storage of the product; refer to the "SAFETY INSTRUCTIONS AND SITE MANAGEMENT" manual.

NOTICE



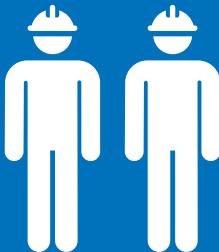
PRELIMINARY CHECKS.

Once the packaging has been opened, check that the product is intact and has not been damaged during transport. Should any anomalies or damage be found, please dispatch them in writing on the transport document to the transport company, giving written notice to LIFTINGITALIA S.r.l.



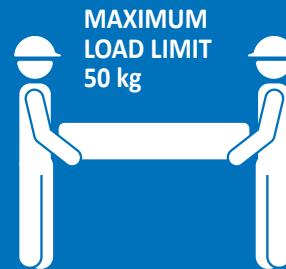
In this manual, we will talk about "SHAFT" meaning for it the base slab, the slab of landing and the vertical wall that connects its slabs.

2 x



The assembly must be performed by a MINIMUM 2 people;

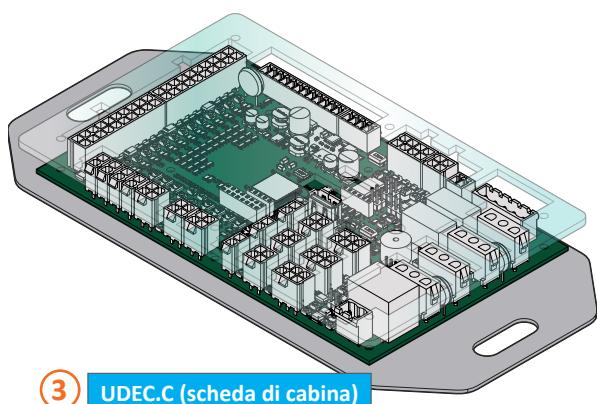
If the load is greater than 50kg, use the hoist for handling.



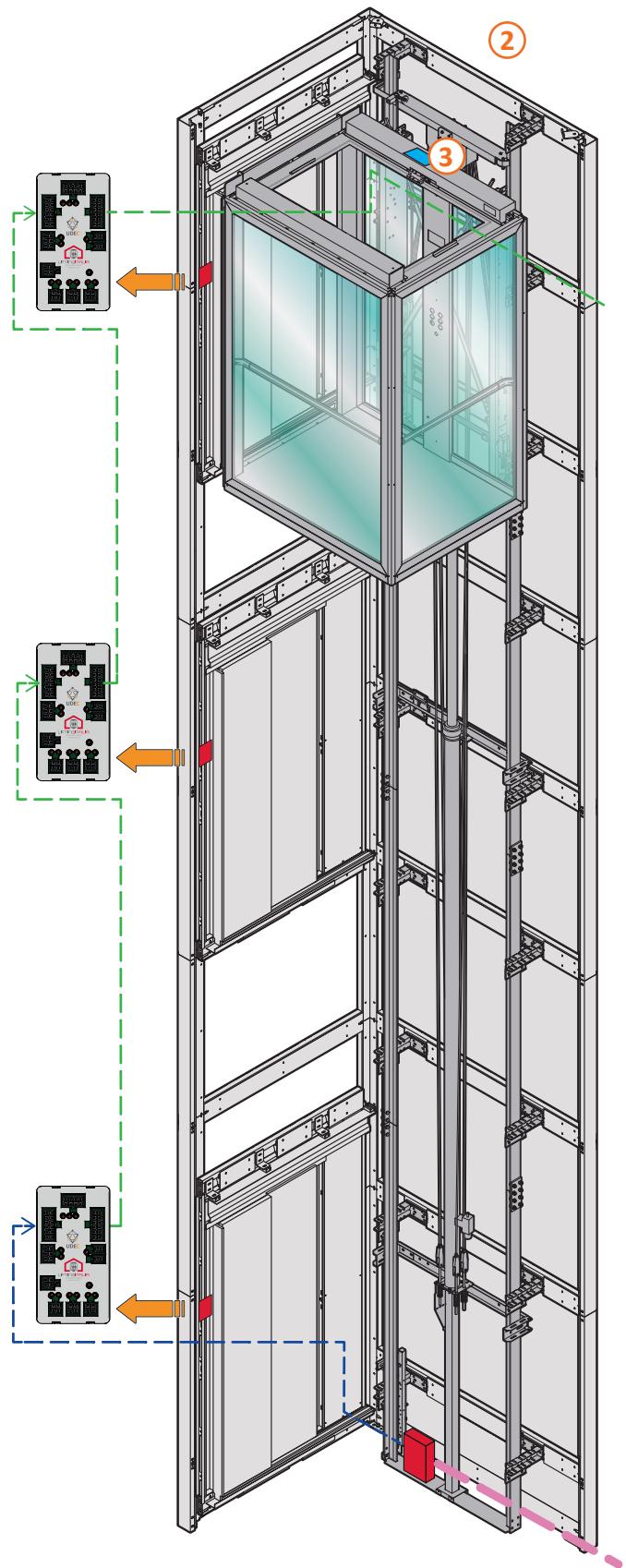
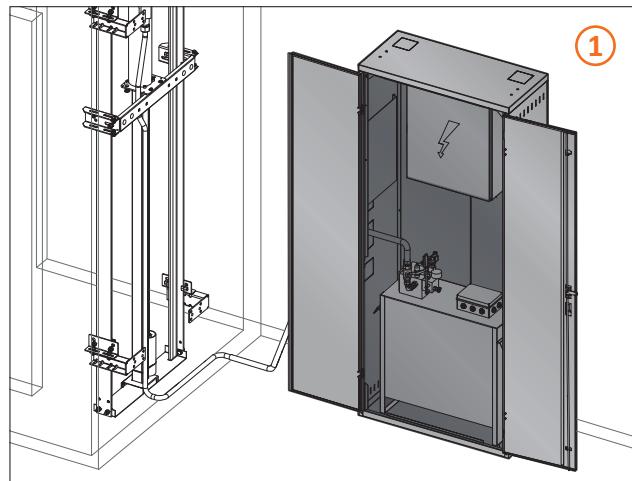
5. System description and features

The electrical equipment of DomoFlex 2 consists of the following main components and connections:

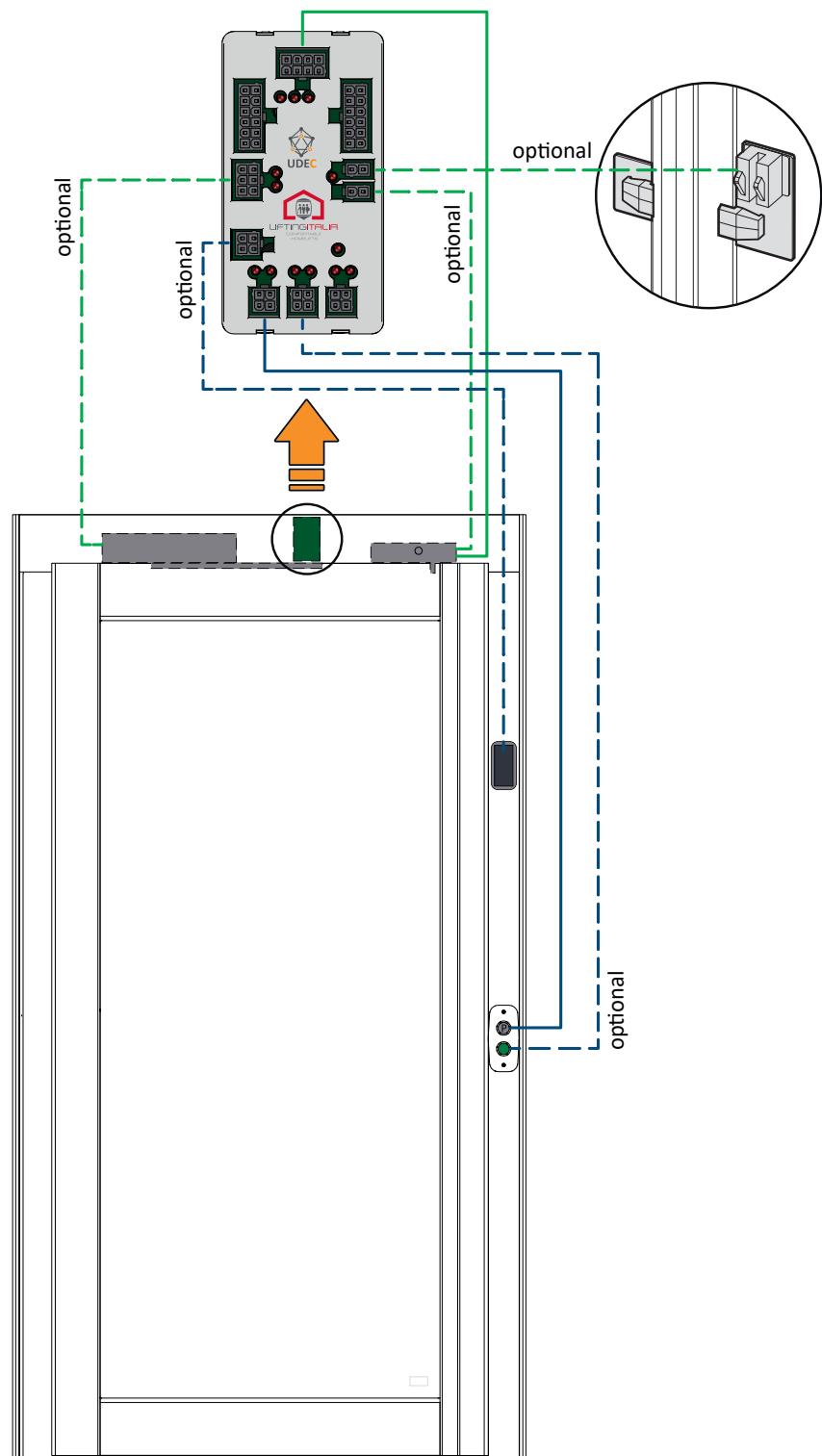
- ① Main control panel integrated in the frame of the lowest door.
- ② Cabin electronic board and inverter box located on the platform.
- ③ Landing doors' electronic boards located in the door frame.
- Ⓐ The platform is connected to the control panel by flexible cables, one reserved for the inverter and one for the cabin board.
- Ⓑ The door boards are connected together by a single cable.
- Ⓒ The pit devices are connected directly to the main control panel.



③ UDEC.C (scheda di cabina)



5.01. Electrical connections of the doors

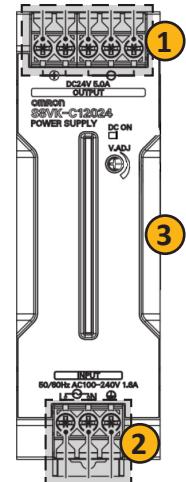


- Wire the electrical components as they are installed.
- The shaft electric line must be the LAST connection to the electrical panel.

6. Main electronic devices

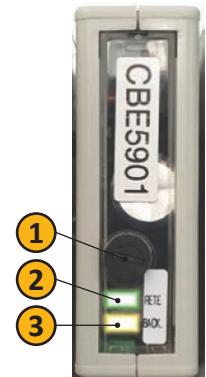
6.01. Auxiliary power supply (PS1)

- ① Input for 230V AC.
- ② Output 24V DC for command and auxiliary devices.
- ③ Output voltage trimmer.



6.02. Battery charger (PS2)

- ① Fuse 6A for batteries.
- ② Supply voltage present.
- ③ Emergency power supply activated.



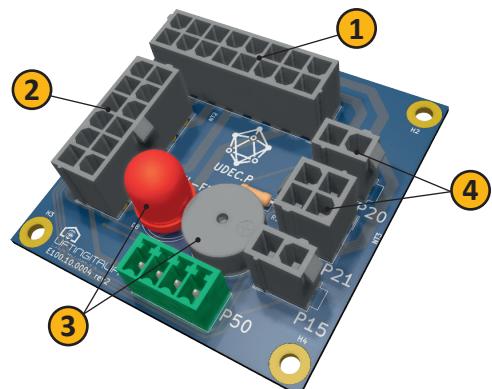
6.03. KA-RIL (safety circuit)

It enables motion with doors open and/or unlocked inside the bypass area; this allows the re-levelling and floor bypass operations to be performed when the fixed unlock cam is present.



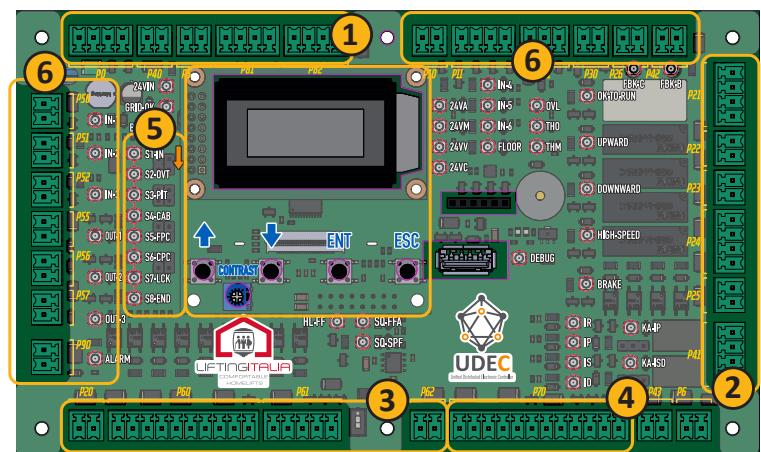
6.04. Board in UDEC.P pit

- ① Connection to the panel.
- ② Connection to the first landing door.
- ③ Pit access LED and buzzer.
- ④ Connection to the pit safety devices.



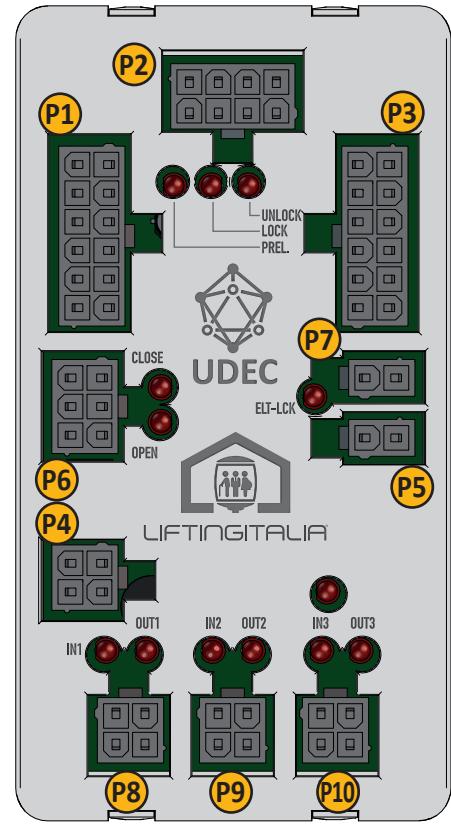
6.05. Main board UDEC.M (see §16 for details)

- 1 Human-Machine-Interface (HMI).
- 2 Movement commands.
- 3 Connection to shaft.
- 4 Connectors to platform.
- 5 Safeties collector.
- 6 Auxiliary input/outputs.



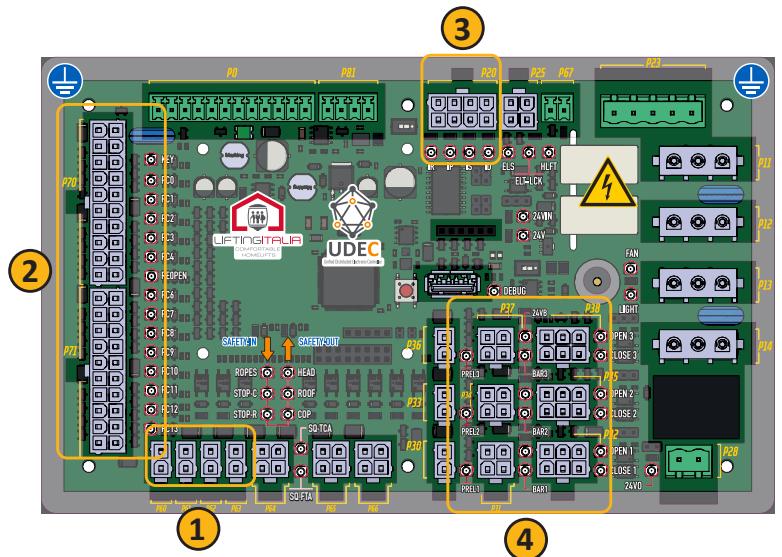
6.06. Landing door board UDEC.D (see §17 for details)

- P1** **P3** Input / output connections to other landing door boards.
- P2** Door lock contacts.
- P4** Display.
- P5** Electric lock output.
- P6** Automatic door operator.
- P7** Electric lock input.
- P8** **P9** **P10** Pushbuttons / key-switches.



6.07. Platform / Cabin board UDEC.C (see §18 for details)

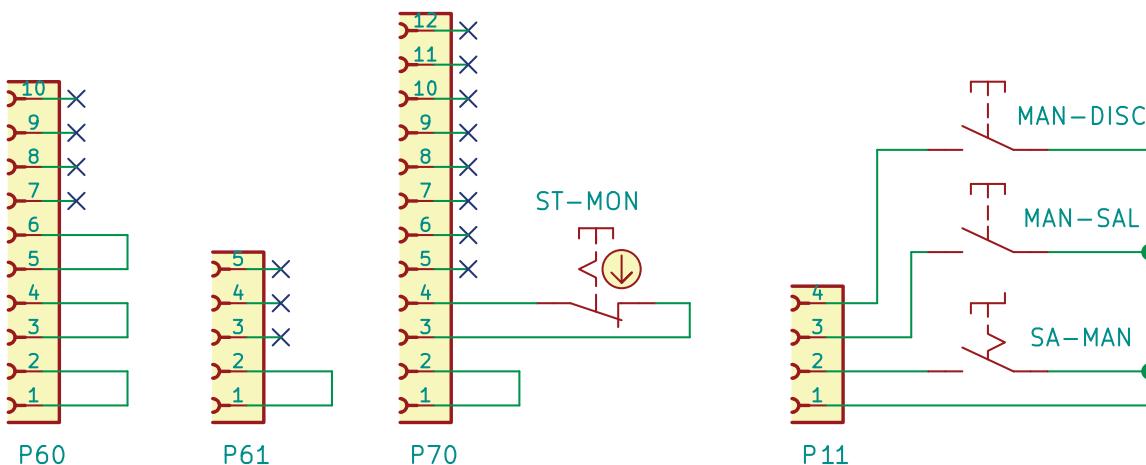
- 1** Car safeties.
- 2** COP pushbuttons.
- 3** Position sensors.
- 4** Car doors.



7. First run connections

CAUTION		
	<ul style="list-style-type: none"> Make all earthing connections. 	
	<ul style="list-style-type: none"> The ascent command in maintenance mode has no electrical or mechanical limit, so the machine will stop only when the button is released or when the STOP button on the platform pushbutton panel is pressed. The descent-run is limited by the stop magnets P0 that are placed in the test phase. 	

- Perform all connections between the hydraulic control unit and the lift controller as shown on the wiring diagram.
- Temporarily bridge the contacts of the equipment yet to be connected, using the supplied terminals, then connect the maintenance operation panel, following the indications provided below:

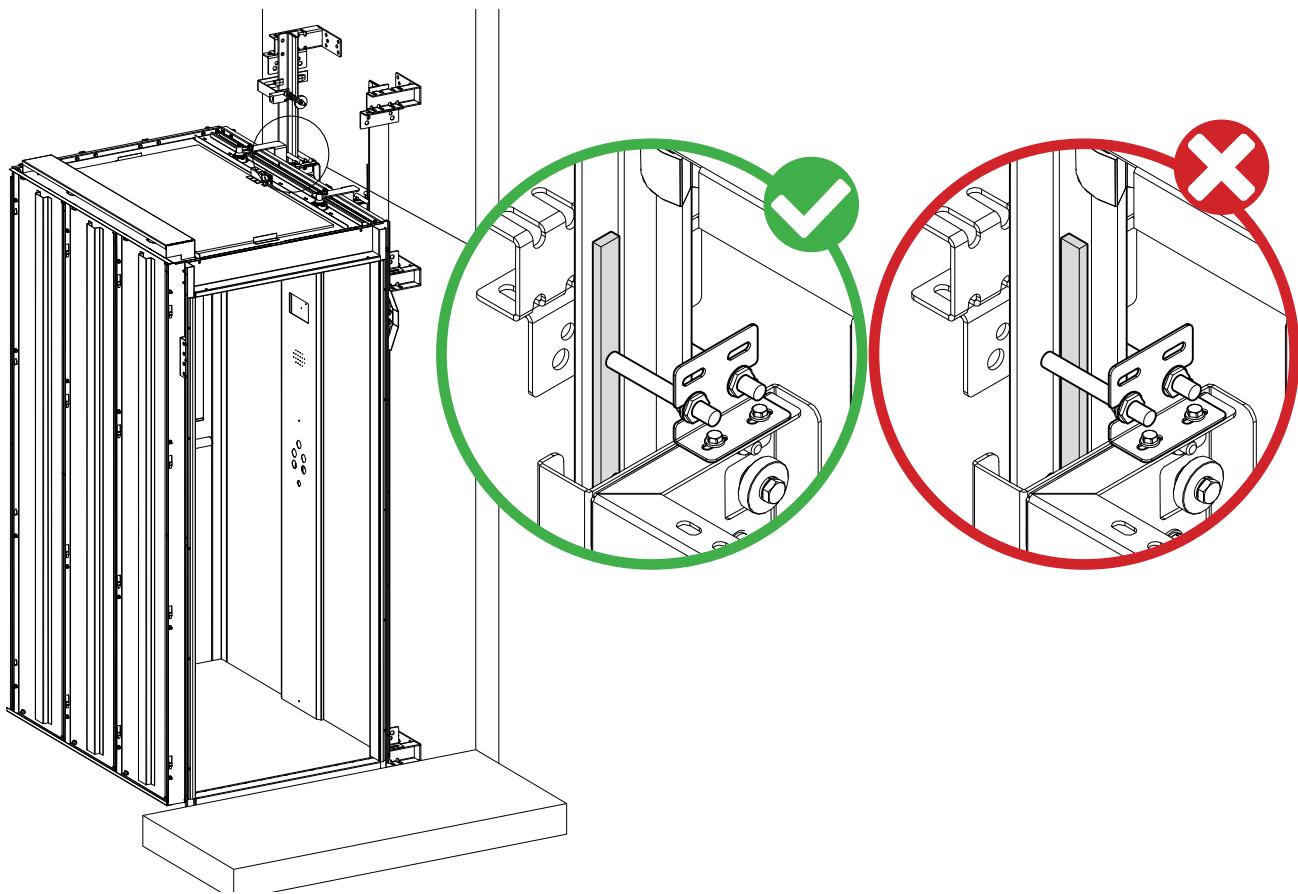


LEGEND	
ST_MON	Emergency stop on the maintenance operation panel
MAN-DISC	Down button on the maintenance operation panel
MAN-SAL	Lifting button on the maintenance operation panel
SA-MAN	Maintenance selector (contact closed > maintenance enabled)

- In case of three-phase power supply, the terminals to be connected are 1L, 2L, 3L and 1N of terminal block X; should the panel inner components fail to energise when power is supplied, cut off the power supply and invert the connection of two of the three phases.
- Make all earth connections.
- Check that all safety devices are closed and that the operation panel emergency stop is working properly.
- To enable operation in maintenance mode, turn the selector to MAN. In maintenance mode, the system can only be moved by using the SB_DN and SB_UP controls: while the former is pressed, the car moves down; while the latter is pressed, it moves up.

	To switch from maintenance mode to normal mode, please refer to the chapter §OPERATING MODES
	<p>During the installation operation, the car position is not checked.</p> <p>Only if all magnets have been properly installed and the system is re-phased is motion in maintenance mode limited to the system travel, between the top and bottom accesses.</p>

8. Magnets' layout



8.01. Stop magnets



Two assemblers are needed: one in the machine room in front of the control panel and the other near the sensors.

1. With the system under maintenance, bring the car to the exact floor level (floor and car levels aligned);
2. IS ascent sensor: gradually move from the top the 150 mm magnet towards the sensor, stopping just as the corresponding LED on the card turns on;
3. ID descent sensor: gradually move from the bottom the 150 mm magnet to the sensor, stopping just as the corresponding LED on the card turns on;
4. IP access sensor: adjust the 300 mm magnet in such a way that the sensor is in the middle of the magnet;
5. Should this result in frequent re-levelling at access, slightly reduce the vertical gap between the ID and IS stop magnets.

8.02. Slow-down magnets

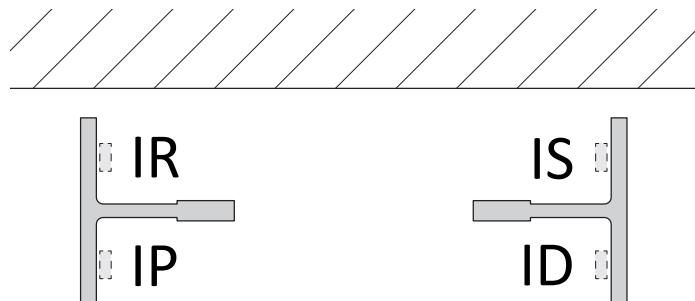
1. Slowdown during lifting: place the 150 mm magnet at the height of the IS sensor, below the ascent stop magnet and at least 200 mm away from it.
2. Slowdown during descent: place the 150 mm magnet at the height of the ID sensor, above the descent stop magnet and at least 200 mm away from it.

8.03. Bypass and adjustment of access stops



The stops are bypassed by 150 mm above and below the stop level; outside that area, therefore, the lock safety contact must already be closed!

After completing the magnet arrangement operation, you can proceed to adjust the access stops:
The following is the recommended sensor layout.



LEGEND

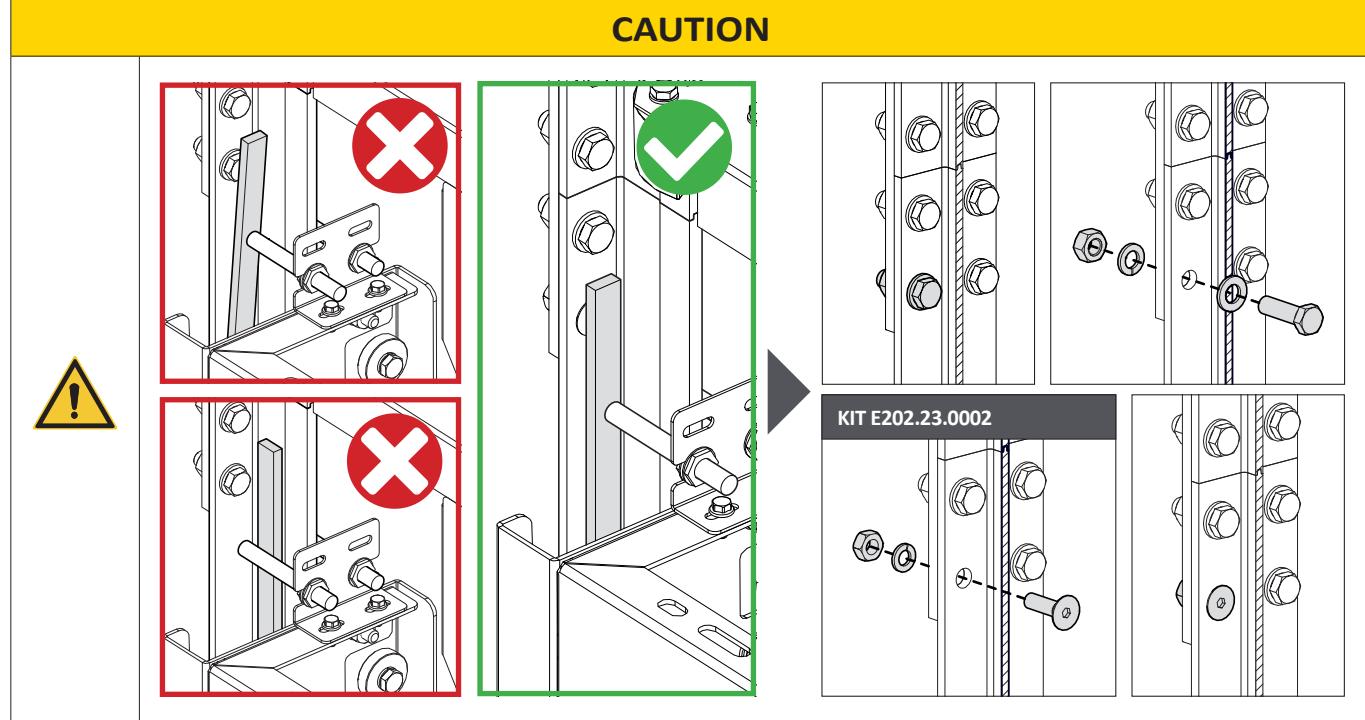
IR	Re-phasing sensor
IP	Floor sensor and bypass zone
ID	Descent sensor (stop and slowdown)
IS	Ascent sensor (stop and slowdown)
PB	Lowest floor
PI	Intermediate floors
PA	Upper floor
ZB	Bypass zone
Rall.	Slowdown distance

NOTES

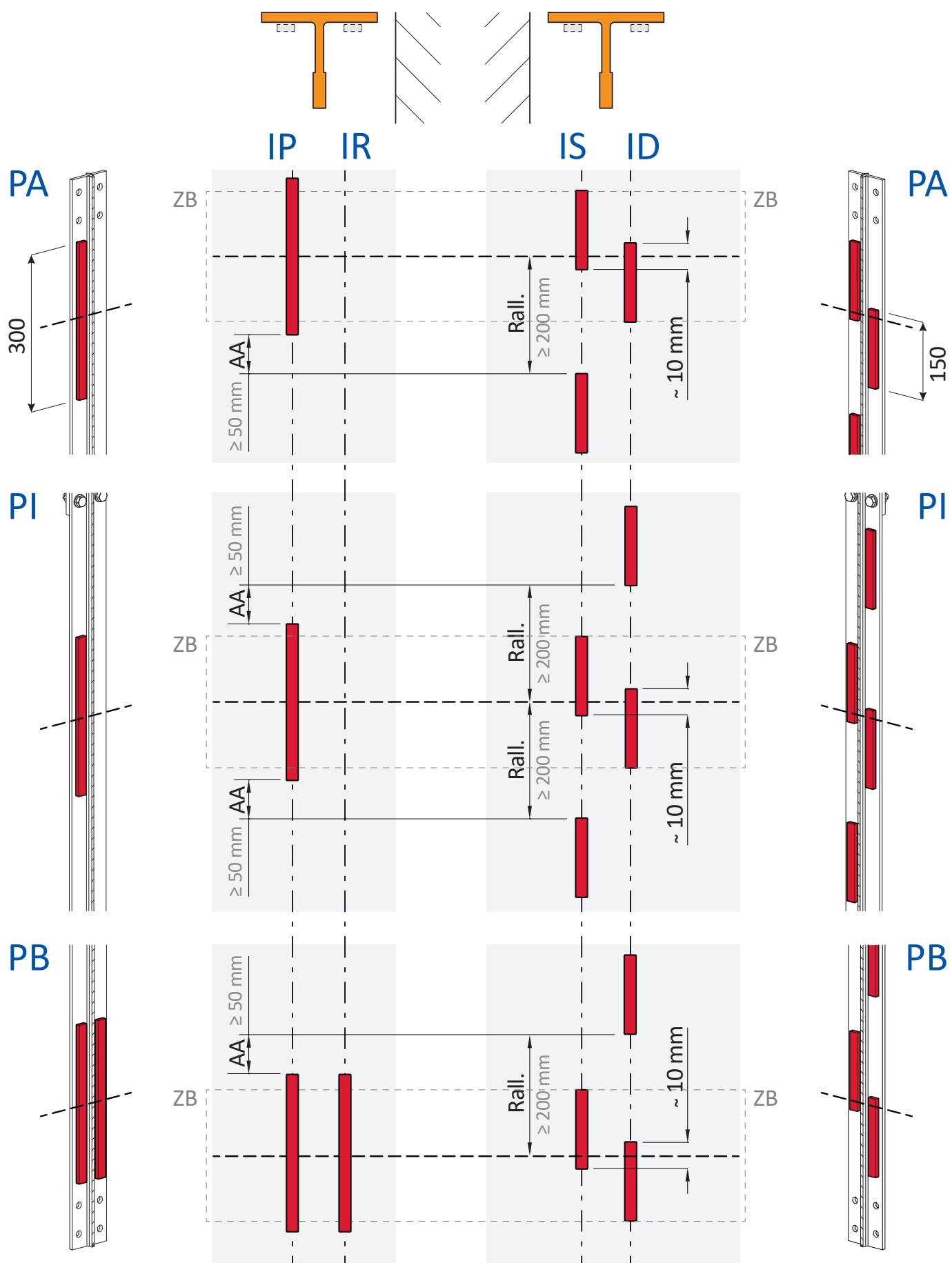
AA \geq 50 mm

Rall. \geq 200 mm

CAUTION



8.04. Magnets installation diagram



9. Acoustic signal

During the operation the platform may emit some acoustic signals to warn the user:

NORMAL MODE	
CONTINOUS	The platform / car safeties have been activated. Check the safety edges.
CONTINOUS BEEPS	Overload.
2 BEEPS	The user is trying to move the platform but one of the doors is not completely closed or locked.
3 BEEPS	The user is trying to move the platform but one of the emergency stops is engaged.
MAINTENANCE/TESTING MODE	
SLOW BEEP	the machine is moving in maintenance mode
FAST BEEP	the machine is moving in testing mode

10. Reset & Soft reset

There are two kinds of reset commands:

RESET	Press both the arrow buttons on the HMI inside the control panel for more than three seconds. The display will show a message to confirm that the operation is running (“RESET RUNNING”). See §19 to check what errors must be reset by this command.
SOFT RESET	Press both call buttons on one of the COPs for more than five seconds. The maximum number of soft resets is three; once this number is reached a standard reset is required. See §19 to check what errors can be reset by this command.

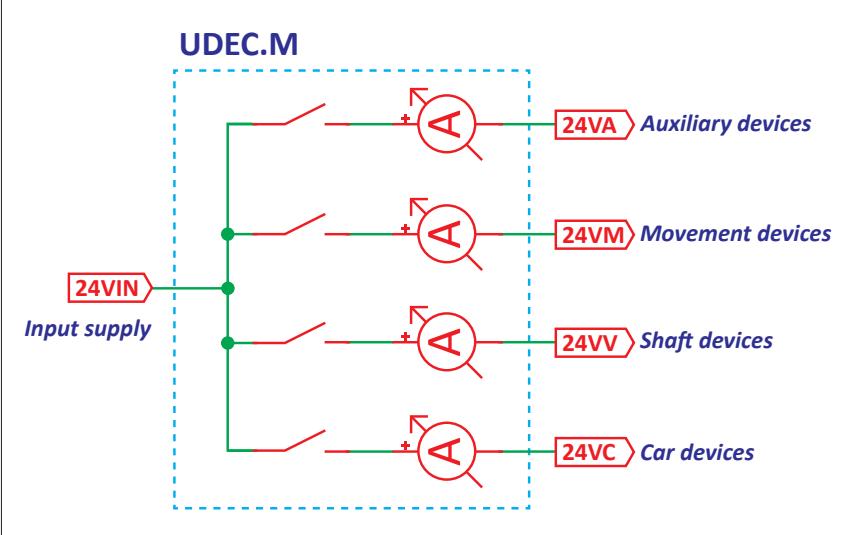
11. Operating modes

The technician can switch between the different operating modes using the HMI (see §20).

The switch between normal and blackout mode is automatic, depending on the grid and platform status.

NORMAL	If the platform commands are enabled and no error is present, the local and remote commands can be used to move the platform.
BLACK-OUT POWER FAILURE	<p>During a blackout the behaviour of the platform depends on its position:</p> <ul style="list-style-type: none"> at the floor: the platform will stay at the floor until the main supply is restored. All the commands will unlock the landing door. not at the floor: after few seconds all the commands received from the COP will move the platform downward in low speed to the nearest landing.
MAINTENANCE	<p>Once in this mode, the landing and remote commands are disabled, and the platform can be operated only using the arrow buttons on the HMI or using the first two buttons on the COP (press ESC until the display shows "MAINTENANCE ACTIVE").</p> <p>If the platform has been re-phased moves between the limit positions in the same way as in normal mode. Otherwise, the upper limit is determined by the overtravel safety switch. The lower limit is always determined by the sensors and magnets IR and ID.</p> <div style="background-color: yellow; padding: 5px; text-align: center;">CAUTION</div> <div style="display: flex; align-items: center;">  <ul style="list-style-type: none"> This operating mode can cause physical damage to the user / technician or damage the machine. Be extremely careful when using these functions. </div>
COMMISSIONING	<p>As in maintenance mode, all local and remote commands are disabled.</p> <ul style="list-style-type: none"> Overtravel commissioning: the platform can be operated using the HMI arrow buttons; it will move only in low speed ignoring the state of the limit switches. During the movement the platform will emit an acoustic signal to warn the technicians. <p>Use this mode to test the safety switch for overtravel or if there are problems related to the position sensors.</p> <div style="background-color: yellow; padding: 5px; text-align: center;">CAUTION</div> <div style="display: flex; align-items: center;">  <ul style="list-style-type: none"> This operating mode can cause physical damage to the user / technician or damage the machine. Be extremely careful when using these functions. </div>

12. Power supply management

<p>The main board UDEC.M receives the 24V DC voltage supply and distributes it to the other electronic devices monitoring the voltage outputs to detect short circuits or overloads.</p>	
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------

If any fault is detected the main board turns off one or more outputs, depending on the fault (see §19 ERR_A00x). At the start-up the main board turns on in sequence the four supply outputs to test for possible short circuits. The other electronic boards (door and cabin) have intrinsic mechanisms for the power supply management. In case of errors these boards are automatically reset by the main board for a limited number of times. Once the maximum number of automatic resets is exceeded the main board needs a reset (see §19 ERR_Dn05).

This is the quick procedure for troubleshooting in case of errors related to the power supply:

- disconnect all the plugs from the board;
- reset the board;
- connect the plugs one at a time and wait for the error to occur;
- when the error occurs check the devices and cables connected to that plug.

13. CAN communication management

The intelligent boards communicate on a CAN bus network exchanging messages related to the IOs state, commands, diagnostics etc.

The protocol has intrinsic mechanisms to automatically detect and recover from communication errors. In case of temporary disconnection of a remote board (UDEC.D or UDEC.C) from the bus the main board UDEC.M can inhibit some functionalities, but these are automatically restored when the remote board returns alive.

If the number of communication anomalies detected exceeds a defined threshold, the main board requests a reset (see §19 ERR_Dn11).

14. Insulation tests

- A. Place the car between two floors and check if the safety chain is closed.
- B. Disconnect the control panel from the mains supply by opening the power switchgears (QS, QF-3, QF-4).
- C. Disconnect all the battery terminals.
- D. To avoid a wrong result or the damaging of the equipment, disconnect the power supply from the devices that are connected to PE: inverter, LEDs supply units, etc.
- E. Disconnect the “-” conductor from the PE terminal on Xr; the terminal is shown on the electrical drawings.
- F. Make sure that all the low voltage switchgears inside the cabinet are closed (QF-24 and QF-SER).
- G. Measure the resistance values between PE and the terminals indicated in the below table. The table shows the test voltage (V) and the minimum resistance of the insulation between the circuits ($M\Omega$).

	10L and 10N	LC-L and LC-N	LV-L and LV-N	+24VO	+24VA +24VM +24VV +24VC
PE	500V $> 1M\Omega$	500V $> 1M\Omega$	500V $> 1M\Omega$	250V $> 0.5M\Omega$	250V $> 0.5M\Omega$

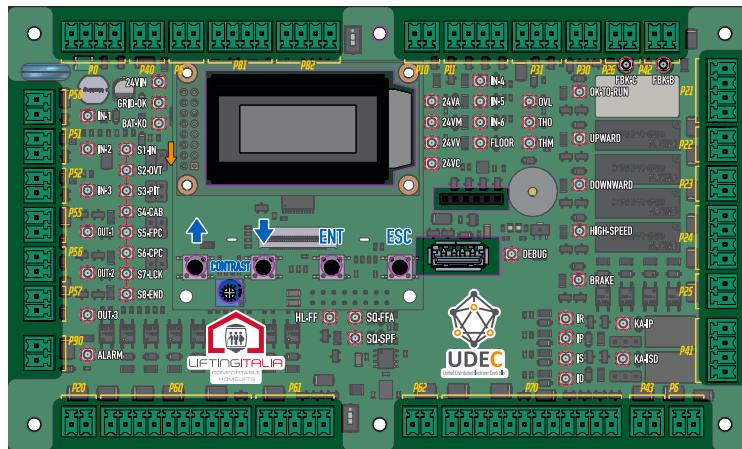
- H. Restore all the connections.

15. KA-RIL safety circuit testing procedure

The following operations must be carried out when the module is installed, whenever any connection is changed and on a regular basis, sequentially performing all the steps described herein and making sure that no situations which could be dangerous to the door operator arise.

STEP 1	Check the integrity of the sensors connected to the safety module inputs (IP, IS, ID); also check that they have been properly installed and arranged on the machine, and that they are working properly. Check that all devices have been wired properly, referring to the wiring diagram.
STEP 2	With the system in maintenance mode and the car off-access (no sensor must be engaged), cut off and restore the power supply, using QF-24; the POWER LED must light up, while CH1 and CH2 must be off. The POWER LED must stay on as long as the device is powered.
STEP 3	Close the module input contacts, by performing the following connections on the P70 connector of the panel board: <ul style="list-style-type: none"> • +24VC – IP: no LED must light up; • +24VC – ID: CH1 and CH2 must light up. Now check that the safety output is closed (terminals 13-14 or 23-24 of the module).
STEP 4	Remove the connections you performed during STEP 3: the CH1 and CH2 LEDs must go out. Check that the safety output has opened.
STEP 5	Repeat the procedure from STEP 2, opening and closing a single connection at a time and verifying that the safety output does not close.
STEP 6	Repeat the procedure from STEP 2, replacing the +24VC – ID connection with the +24VC – IS one.
STEP 7	Move the car to an access, so that all position sensors are engaged. Cut off and restore the power supply, using QF-24: all three module LEDs must light up.
STEP 8	With the system in maintenance mode, disconnect the IP conductor from the P70 connector of the panel board: the CH2 LED must go out. Restore the connection, then cut off and restore the power supply, using QF-24: all 3 module LEDs must light up.
STEP 9	Disconnect the ID conductor from the P70 connector of the panel board: no LED must switch its state. Also disconnect IS: the CH1 LED must go out. Restore the connection, then cut off and restore the power supply, using QF-24: all 3 module LEDs must light up.
STEP 10	Repeat STEP 9, disconnecting IS first and then ID: the result must be the same.

16. Mainboard UDEC.M input / output diagnostic



The standby status refers to platform at the bottom floor ready to serve a call.

In case of incorrect status, for all the inputs/outputs:

- Check the voltage directly on the connector pin;
- Check if the connector / wire is properly inserted in the plug;
- Try to make a temporary bridge or to remove the wire to check if the LED status changes.

16.01. Inputs

P0.4	Label	24VIN
	Description	24V DC input voltage supply
	Standby status	 ON
	If status is not correct	A. Check the switchgears QS and QF-24. B. Check the power supply PS1. C. Check the platform power supply.

P0.2	Label	GRID-OK
	Description	Grid voltage 230V AC detected
	Standby status	 ON
	If status is not correct	A. Check the switchgear QF-3. B. Check the platform power supply. C. Check the power supply PS1.

P0.1	Label	BAT-KO
	Description	Batteries discharged or disconnected
	Standby status	 OFF
	If status is not correct	A. Check the status of the batteries. B. Check the connection of the batteries to the control panel. C. Check the status of the LEDs on the battery charger.

P20.1	Label	S1-IN
	Description	Safety chain - INPUT
	Standby status	 ON
	If status is not correct	A. Check the circuit breaker QF-SER.
P60.1	Label	S2-OVT
	Description	Safety chain - OVERTRAVEL
	Standby status	 ON
	If status is not correct	A. Check the status of input S1-IN. B. Check the safety switches SQ-EXC. C. Check the connections between the control panel and the switches.
P61.2	Label	S3-PIT
	Description	Safety chain - PIT safety devices
	Standby status	 ON
	If status is not correct	A. Check the status of input S2-OVT. B. Check the safety switches SQ-PEF and SQ-FF. C. Check the connections between the control panel and the switches.
P70.2	Label	S4-CAB
	Description	Safety chain - CABIN safety devices
	Standby status	 ON
	If status is not correct	A. Check the status of input S3-PIT. B. Check the car safety inputs on UDEC.C (see §18). C. Check the connections between the control panel and car.
P60.5	Label	S5-FPC
	Description	Safety chain - Landing doors Preliminary Contact
	Standby status	 ON
	If status is not correct	A. Check the status of input S4-CAB. B. Check the safety contacts SQ-APP-Pn. C. Check the connections between the control panel and the landing doors.
P70.4	Label	S6-CPC
	Description	Safety chain - Car doors Preliminary Contact
	Standby status	 ON
	If status is not correct	A. Check the status of input S5-FPC. B. Check the car safety inputs of the car doors on UDEC.C (see §18) C. Check the connections between the control panel and the car.
P60.3	Label	S7-LCK
	Description	Safety chain - Landing doors LOCKS
	Standby status	 ON
	If status is not correct	A. Check the status of input S6-N.C. B. Check the safety contacts SQ-BLO-Pn. C. Check the connections between the control panel and the landing doors.

P43.2	Label	S8-END
	Description	Safety chain - END
	Standby status	 ON
	If status is not correct	A. Check the status of input S7-LCK
P61.3	Label	SQ-SPF
	Description	Not used
	Standby status	 OFF
	If status is not correct	A. Check the connections in the control panel.
P61.4	Label	SQ-FFA
	Description	Safe pit device - auxiliary contact (ON with safe pit inserted)
	Standby status	 OFF
	If status is not correct	A. Check the status of the contact SQ-FFA on the safe pit device. B. Check the connections between the control panel and contact.
P70.9	Label	ID
	Description	Position Reed input - ID (down direction)
	Standby status	 ON
	If status is not correct	A. Check the alignment between the sensor and the magnet. B. Check the connections between the board and the sensor. C. Check the input ID on the board UDEC.C.
P70.10	Label	IS
	Description	Position Reed input - IS (up direction)
	Standby status	 ON
	If status is not correct	A. Check the alignment between the sensor and the magnet. B. Check the connections between the board and the sensor. C. Check the input IS on the board UDEC.C.
P70.11	Label	IP
	Description	Position Reed - IP (door area) input
	Standby status	 ON
	If status is not correct	A. Check the alignment between the sensor and the magnet. B. Check the connections between the board and the sensor. C. Check the IP input on the UDEC.C board.
P70.12	Label	IR
	Description	Position Reed input - IR (zero)
	Standby status	 ON
	If status is not correct	A. Check the alignment between the sensor and the magnet. B. Check the connections between the board and the sensor. C. Check the input IR on the board UDEC.C.

P30.2	Label	OVL
	Description	Overload switch input
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Check the platform load. B. Check the wiring between the X0 terminal block and the contact of the SP-P01 pressure switch, referring to the wiring diagram. C. Check the input panel inner wiring, referring to the wiring diagram.

P31.1	Label	THM
	Description	Oil + motor thermal protection switch
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check the oil and engine temperature. B. Check the wiring between the X0 terminal block and the contact of the ST-P01 / PTC-P01 thermostat, referring to the wiring diagram. C. Check the input panel inner wiring, referring to the wiring diagram.

P31.2	Label	THO
	Description	Not used
	Standby status	 OFF
	If status is not correct	—

P26.2	Label	FBK-C
	Description	Feedback from the contactors (OFF when OK-TO-RUN is ON)
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check if any of the contactors is glued. B. Check the status of 24VA. C. Check the connections between the control panel and the contactors.

P42.2	Label	FBK-B
	Description	Return signal from the KA-RIL safety relay
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check the connections inside the control panel between the input and KA-RIL. B. Check that KA-RIL is working properly.

P11.2	Label	IN-4
	Description	Not used / On if MAINTENANCE IS ENABLED (see the JUMPERS paragraph)
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Check the connections in the control panel.

P11.3	Label	IN-5
	Description	Not used / On if the LIFTING MAINTENANCE request is active (see the JUMPERS paragraph)
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Check the connections in the control panel.

P11.4	Label	IN-6
	Description	Not used / On if the DESCENT MAINTENANCE request is active (see the JUMPERS paragraph)
	Standby status	 OFF
	If status is not correct	A. Check the connections in the control panel.
P50.2	Label	IN-1
	Description	Not used
	Standby status	 OFF
	If status is not correct	A. Check the connections in the control panel.
P51.2	Label	IN-2
	Description	Not used
	Standby status	 OFF
	If status is not correct	A. Check the connections in the control panel.
P52.2	Label	IN-3
	Description	Not used
	Standby status	 OFF
	If status is not correct	A. Check the connections in the control panel.
P90.1	Label	ALARM
	Description	Alarm button status
	Standby status	 OFF
	If status is not correct	A. Check if the alarm button on the COP is pressed. B. Check the connections between the control panel and the COP.

16.02. Outputs

P40.1	Label	24VA
	Description	24V DC Auxiliary output
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel.

P5.1	Label	24VM
	Description	24V DC Movement output
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel.

P60.7	Label	24VV
	Description	24V DC Shaft output
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel.

P70.5	Label	24VC
	Description	24V DC Car output
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel.

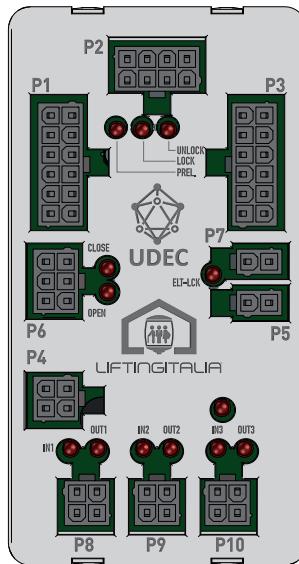
P22.2	Label	OK-TO-RUN
	Description	Command for the power contactors and brake enable. ON during the movement or if the platform is not at the floor.
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel. C. Check the connection of P21.4 and P20.2.

P24.4	Label	UPWARD
	Description	Command for the inverter - UPWARD. ON during the movement upward.
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel. C. Check the status of 24VM and the connection of P20.2.

P24.3	Label	DOWNWARD
	Description	Command for the inverter - DOWNWARD. ON during the movement downward.
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel. C. Check the status of 24VM and the connection of P20.2.
P24.2	Label	HIGH SPEED
	Description	Command for the inverter - HIGH SPEED. ON during the movement in high speed.
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel. C. Check the status of 24VM and the connection of P20.2.
P25.2	Label	BRAKE
	Description	Not used
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Check the connections inside the control panel.
P41.3/4	Label	KA-IP
	Description	IP sensor reply
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check the connections inside the control panel between the panel board and KA-RIL. B. Check the JP1 jumper on the panel board, referring to the wiring diagram.
P41.1/2	Label	KA-ISD
	Description	
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check the connections inside the control panel between the panel board and KA-RIL. B. Check the JP2 jumper on the panel board, referring to the wiring diagram.
P10.1	Label	FLOOR
	Description	Output for the "Car at floor" light. ON with car at any landing floor.
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check the position sensors inputs (IR, IS, ID). B. Check the connections inside the control panel. C. Check the status of 24VA.

P55.1	Label	OUT-1
	Description	Not used
	Standby status	 OFF
	If status is not correct	A. Check the connections inside the control panel.
P56.1	Label	OUT-2
	Description	Not used
	Standby status	 OFF
	If status is not correct	A. Check the connections inside the control panel.
P57.1	Label	OUT-3
	Description	Not used
	Standby status	 SPENTO
	If status is not correct	A. Check the connections inside the control panel.
P61.5	Label	HL-FF
	Description	Pit access notification (light + buzzer). ON when a pit access is detected.
	Standby status	 OFF
	If status is not correct	A. Check the inputs S3-PIT, S2-EXC and S1-IN. B. Check the input UNLOCK on the board UDEC.D of the lowest floor. C. Check the status of 24VA.

17. Landing door board UDEC.D input / output diagnostic



Before checking the LEDs check that the board is properly connected and powered.

17.01. Inputs

P2.5	Label	PREL.
	Description	Safety chain - Landing door PRELIMINARY contact. ON with gate closed.
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check the status of input S4-CAB (UDEC.M). B. Check the safety contact SQ-APP-Px. C. Check the connections between the board and the contact. D. Check that the board is connected and powered.

P2.8	Label	LOCK
	Description	Safety chain - Landing door LOCK contact. ON with gate locked.
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check the status of input S6. (UDEC.M). B. Check the safety contact SQ-BLO-Px. C. Check the connections between the board and the contact. D. Check that the board is connected and powered.

P2.4	Label	UNLOCK
	Description	Landing door UNLOCK contact. ON with gate unlocked.
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Check the contact SQ-PR-Px. B. Check the connections between the board and the contact. C. Check that the board is connected and powered.

P7.1	Label	(no label)
	Description	Supply for electric lock circuit (from shaft sliding contact)
	Standby status	 OFF (no led)
	If status is not correct	A. Check connections between the board and the SQ-Pn contact.

P8.1	Label	IN1
	Description	Call pushbutton input. ON with button pressed.
	Standby status	 OFF
	If status is not correct	A. Check if the button is pressed / stuck. B. Check the connections between the board and the button. C. Check that the board is connected and powered.

P9.1	Label	IN2
	Description	Key switch input. ON with pushbutton disabled. For key switch: ON = pushbutton disabled, OFF = pushbutton enabled.
	Standby status	 OFF
	If status is not correct	A. Check if the button / key switch is activated / stuck. B. Check the connections between the board and the device.

P10.1	Label	IN3
	Description	Not used
	Standby status	 OFF
	If status is not correct	A. Check the connections on the board.

17.02. Outputs

P2.4	Label	ELT-LCK
	Description	Command for the landing door ELECTRIC-LOCK. ON with car at floor and when the control panel unlocks the door.
	Standby status	 OFF
	If status is not correct	A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel. C. Check the connections on the board.

P6.1	Label	OPEN
	Description	Command for the landing door operator - OPEN.
	Standby status	 SPENTO
	If status is not correct	A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel. C. Check the connections on the board.

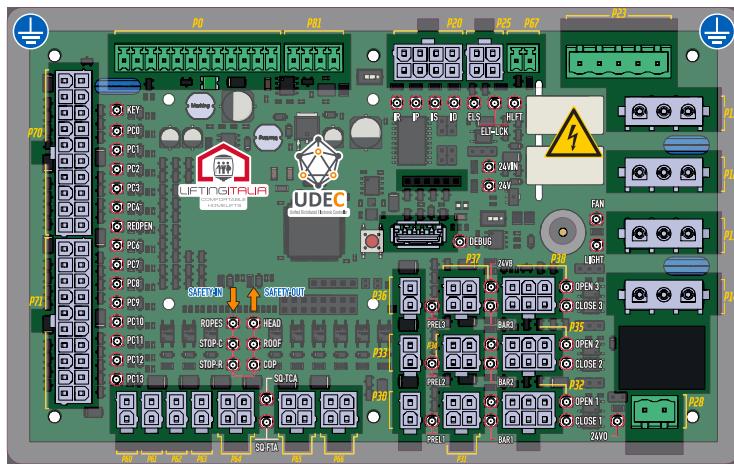
P6.2	Label	CLOSE
	Description	Command for the landing door operator - CLOSE.
	Standby status	 OFF
	If status is not correct	A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel. C. Check the connections on the board.

P8.2	Label	OUT1
	Description	Call button light. ON with button pressed.
	Standby status	 OFF
	If status is not correct	A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel. C. Check the connections between the board and the button.

P9.2	Label	OUT2
	Description	Car at the floor light. ON with car at floor.
	Standby status	 OFF
	If status is not correct	A. Look for any short-circuit outside the control panel. B. Look for any short-circuit inside the control panel. C. Check the connections between the board and the button.

P10.2	Label	OUT3
	Description	Not used
	Standby status	 OFF
	If status is not correct	A. Check the connections on the board.

18. Cabin / Platform board UDEC.C input / output diagnostic



Before checking the LEDs check that the board is properly connected and powered.

18.01. Inputs

P0.5	Label	24VIN
	Description	24V DC input voltage supply
	Standby status	 ON
	If status is not correct	A. Check the output 24VC on the main board UDEC.M. B. Check the board wirings.

P70.3	Label	KEY
	Description	Key switch for COP disabling. ON with COP disabled.
	Standby status	 OFF
	If status is not correct	A. Check if the key switch is activated / stuck. B. Check the connections between the board and the key switch. C. Check the status of output 24V.

P70.4...8	Label	PC0...PC04
	Description	Call pushbutton input. ON with button pressed.
	Standby status	 OFF
	If status is not correct	A. Check if the button is pressed / stuck. B. Check the connections between the board and the button. C. Check the status of output 24V.

P70.9	Label	REOPEN
	Description	Door reopen pushbutton input. ON with button pressed.
	Standby status	 OFF
	If status is not correct	A. Check if the button is pressed / stuck. B. Check the connections between the board and the button. C. Check the status of output 24V.

P71.3...10	Label	PC6...PC13
	Description	Call pushbutton input. ON with button pressed.
	Standby status	 OFF
	If status is not correct	A. Check if the button is pressed / stuck. B. Check the connections between the board and the button. C. Check the status of output 24V.

P60.2	Label	ROPES
	Description	Car safety chain - rope loosening contact
	Standby status	 ON
	If status is not correct	A. Check the status of input S3-PIT on the main board UDEC.M. B. Check the safety switch SQ-MAD. C. Check the connections between the board and the switch.

P61.2	Label	STOP
	Description	Car safety chain - COP emergency stop
	Standby status	 ON
	If status is not correct	A. Check the status of input NUT. B. Check the emergency stop button SB-PEC. C. Check the connections between the board and the button.

P62.2	Label	STOP-R
	Description	Car safety chain
	Standby status	 ON
	If status is not correct	A. Check the status of input STOP. B. Check the safety perimeter switches SQ-PER1..4. C. Check the connections between the board and the switches.

P63.2	Label	COP
	Description	Car safety chain - Inspection panel
	Standby status	 ON
	If status is not correct	A. Check the status of input PER2. B. Check the inspection panel contact SQ-COP. C. Check the connections between the board and the contact.

P64.2	Label	ROOF
	Description	Car safety devices - Car roof
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check the state of the COP input. B. Check the safety contact of the SQ-TC car roof. C. Check the connections between the board and the contact.

P65.2 P66.2	Label	HEAD
	Description	Car safety devices - False headroom devices
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check the state of the ROOF input. B. Check the switches of the SQ-FT1 / 2 false headroom devices. C. Check the connections between the board and the switches.

P64.4	Label	SQ-TCA
	Description	Car roof auxiliary contact
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Check the connections between the board and the SQ-FTA contact.

P65.4 P66.4	Label	SQ-FTA
	Description	False headroom auxiliary contacts
	Standby status	 OFF -  ON if the false headroom device is installed
	If status is not correct	<ul style="list-style-type: none"> A. Check the connections between the board and the SQ-FTA contacts.

P30.2	Label	PREL.1
	Description	Car door closed contact - ACCESS 1
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check that the car door is closed. B. Check the preliminary contact of the SQ-APC1 car door. C. Check the connection between the board and the contact

P33.2	Label	PREL.2
	Description	Car door closed contact - ACCESS 1
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check that the car door is closed. B. Check the preliminary contact of the SQ-APC1 car door. C. Check the connection between the board and the contact

P36.2	Label	PREL3
	Description	Car door closed contact - ACCESS 1
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check that the car door is closed. B. Check the preliminary contact of the SQ-APC1 car door. C. Check the connection between the board and the contact

P31.4	Label	BAR-1
	Description	Switch input.
	Standby status	 ON if the light curtain is included in the supply,  OFF otherwise
	If status is not correct	<ul style="list-style-type: none"> A. Check that the light curtain / photocell is not blocked and that installation is correct. B. Check the connection between the board and the interface unit of the light curtain / photocell. <p>NOTE: if the access has no light curtains/photocells, the input can remain unconnected (LED off)</p>

P34.4	Label	BAR-2
	Description	Switch input.
	Standby status	 ON if the light curtain is included in the supply,  OFF otherwise
	If status is not correct	<ul style="list-style-type: none"> A. Check that the light curtain / photocell is not blocked and that installation is correct. B. Check the connection between the board and the interface unit of the light curtain / photocell. <p>NOTE: if the access has no light curtains/photocells, the input can remain unconnected (LED off)</p>

P37.4	Label	BAR-3
	Description	Switch input.
	Standby status	 ON if the light curtain is included in the supply,  OFF otherwise
	If status is not correct	<ul style="list-style-type: none"> A. Check that the light curtain / photocell is not blocked and that installation is correct. B. Check the connection between the board and the interface unit of the light curtain / photocell. <p>NOTE: if the access has no light curtains/photocells, the input can remain unconnected (LED off)</p>

P20.8	Label	IR
	Description	Position Reed input - IR (zero)
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check the alignment between the sensor and the magnet. B. Check the connections between the board and the sensor. C. Check the status of output 24V.

P20.7	Label	IP
	Description	Position Reed - IP (door area) input
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Check the alignment between the sensor and the magnet. B. Check the connections between the board and the sensor. C. Check the state of the 24V output.

P20.6	Label	IS
	Description	Position Reed input - IS (up direction)
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Check the alignment between the sensor and the magnet. B. Check the connections between the board and the sensor. C. Check the status of output 24V.

P20.5	Label	ID
	Description	Position Reed input - IS (down direction)
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Check the alignment between the sensor and the magnet. B. Check the connections between the board and the sensor. C. Check the status of output 24V.

18.02. Outputs

P70.11 P71.11 P81.1	Label	24V
	Description	24V DC auxiliary output
	Standby status	 ON
	If status is not correct	<ul style="list-style-type: none"> A. Look for any short-circuit on the cable / devices connected to the board. B. Check the status of output 24VIN.

P25.1	Label	ELT-LCK
	Description	Enable for the ELECTRIC-LOCK of the landing doors. ON during the unlock of the landing door.
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Look for any short-circuit on the cable connected to P25. B. Check the status of input 24VIN. C. Check the communication status on the main board UDEC.M.

P25.4	Label	ELS
	Description	Not used
	Standby status	 OFF
	If status is not correct	<ul style="list-style-type: none"> A. Check the connections on the board.

P67.1	Label	HL-FT
	Description	Headroom access warning light
	Standby status	 OFF,  ON in case of headroom access
	If status is not correct	A. Check the connections between the board and the HL-FT / BZ-FT warning light.

P12	Label	LIGHT
	Description	Supply for the car lights (230V AC). ON during the movement or in error state.
	Standby status	 OFF
	If status is not correct	A. Check the inputs status of UDEC.M starting from the safety chain. B. Check the status of 24V. C. Check the status of QF-4 in the main control panel.

P14	Label	FAN
	Description	Power supply for the car fan (230 V AC). On when the machine is in operation.
	Standby status	 ON  OFF
	If status is not correct	—

P32.6 P35.6 P38.6	Label	24VO
	Description	Emergency power supply for the door operator boards (24VDC).
	Standby status	 OFF
	If status is not correct	A. Check the wiring between the board and the door operator board. B. Check the configuration of the JP8..10 jumpers.

P31.2 P34.2 P37.2	Label	OPEN1..3
	Description	Access 1..3 automatic door opening command
	Standby status	 OFF
	If status is not correct	—

P32.2 P35.2 P38.2	Label	CLOSE1..3
	Description	Access 1..3 automatic door closing command
	Standby status	 OFF
	If status is not correct	A. Check the wiring between the board and the door operator board. B. Check the configuration of the JP8..10 jumpers.

19. Error codes and troubleshooting

The error codes are divided in families. In order of error severity:

ERROR CODES

ERR_0xxx Related to UDEC.M firmware.

ERR_Axxx Related to UDEC.M board hardware.

ERR_Bxxx Related to the main control panel / main components / electric safeties.

ERR_Cxxx Related to the car / platform.

ERR_Dxxx Related to the door boards UDEC.D.

SCREEN TEXT LEGEND

X = Specific kind of error.

n = Number of UDEC.D board.

... = Label assigned to the service (ex. -1C, 3, B, etc.).

RESET / SOFT RESET / LOG COLUMNS

Reset YES means that a reset from the control panel is necessary to restore the normal operations (see §10)

Soft reset YES means that is possible to reset the error from the COPs on the platform (see §10)

Log YES means that the error occurrence is stored in the error log (see §10)



In the following pages, the error diagnostics refers always to the IOs of the main board UDEC.M when no board name is reported.

SCREEN [ENG]	Description	Action #1	Action #2	Action #3	Reset	Soft reset	Log
ERR_0000 FW X	Firmware error. X = 0...4: hard error. X = 6...10: initialization error. X = 11...14: application error. X = 15...16: peripheral error. X = 17...18: log error. X = 19...20: parameter error.	If the error occurs frequently take note of the error history and report to LiftingItalia. The board reboots automatically.	—	—	NO	NO	YES
ERR_A000 24V	Undervoltage error at input of UDEC.M.	See IO diagnostic of input 24VIN.	—	—	YES	YES	YES
ERR_A001 24V-AUX	Short circuit / heavy overload detected on auxiliary 24V.	See IO diagnostic of output 24VA.	—	—	YES	YES	YES
ERR_A002 24V-MOV	Short circuit / heavy overload detected on motion 24V.	See IO diagnostic of output 24VM.	—	—	YES	YES	YES

SCREEN [ENG]	Description	Action #1	Action #2	Action #3	Reset	Soft reset	Log
ERR_A003 24V-VAN	Short circuit / heavy overload detected on shaft 24V.	See IO diagnostic of output 24VV.	—	—	YES	YES	YES
ERR_A004 24V-CAB	Short circuit / heavy overload detected on cabin 24V.	See IO diagnostic of output 24VC.	—	—	YES	YES	YES
ERR_A010 CAN FW X	CAN firmware error. X = 0: RX buffer overrun. X = 1: TX buffer overrun.	If the error occurs frequently take note of the error history and report to LiftingItalia. The board recovers automatically.	—	—	NO	NO	YES
ERR_A020 CAN HL X	CAN hardware error. X = specific error.	If the error occurs frequently take note of the error history and report to LiftingItalia. The board recovers automatically.	—	—	NO	NO	YES
ERR_A030 RelXclos	Glued internal relay in closed position. X=1: return signal OTR-1/2 (UDEC.M). X=2: return signal DWN and BRK (UDEC.M). X=3: return signal FBE (UDEC.P)."	If there are any errors with the 24V power supply, resolve them, then perform a reset.	Check for any errors in the wiring of P22, P23, P24, P25, P42. Disconnect P22, P23, P24, P25 and check whether the error occurs again.	"Replace the board. X=1 or X=2 -> UDEC.M X=3 -> UDEC.P"	YES	NO	YES
ERR_A031 RelXopen	Glued internal relay in open position. X=1: return signal OTR-1/2 (UDEC.M). X=2: return signal DWN and BRK (UDEC.M). X=3: return signal FBE (UDEC.P)."	If there are any errors with the 24V power supply, resolve them, then perform a reset.	"Replace the board. X=1 or X=2 -> UDEC.M X=3 -> UDEC.P"	—	YES	NO	YES
ERR_B032 BrklnOFF	Brake input (from inverter) always off.	See the diagnostics of input P31.2 BRK on UDEC.M.	—	—	YES	NO	YES
ERR_B033 BrklnpON	Brake input (from inverter) always off.	See the diagnostics of input P31.2 BRK on UDEC.M.	—	—	YES	NO	YES
ERR_A040 RedBotto	Redundancy checks on safe bottom inputs failed.	See IO diagnostic for LEDs BOTTOM and IN-4. The two inputs must switch in synchro.	Test the single inputs with a piece of wire connected to 24V.	Replace the board.	YES	NO	YES
ERR_B010 ContClos	Safety contactor KG-SEC1 / 2 glued in closed position.	See IO diagnostic of input FBK-C.	Replace both contactors.	—	YES	NO	YES
ERR_B011 ContOpen	Safety contactor KG-SEC1 / 2 glued in open position.	See IO diagnostic of input FBK-C.	Replace both contactors.	—	YES	NO	YES

SCREEN [ENG]	Description	Action #1	Action #2	Action #3	Reset	Soft reset	Log
ERR_B021 PositioX	Fault detected on position sensors (see §8). X=1: counting error. X=2: inconsistency between motion direction and sensor switching. X=3: sensor switching when stopped. "	See the diagnostics of inputs IR, IS, ID.	—	—	NO	NO	YES
ERR_B030 Inverter	Inverter fault	See IO diagnostic of input INV.	Take note of the error code shown on the inverter display and contact LiftingItalia.	—	—	YES	YES
ERR_B031 Thermist"	Hydraulic control unit thermal protection.	Check the oil and engine temperature.	See the diagnostics of input P31.1 THM on UDEC.M.	Check the B014 and B015 parameters.	YES	YES	YES
ERR_B032 BrkInOFF	Brake input (from inverter) always off.	See input diagnostics P31.2 BRK on UDEC.M.	—	—	YES	NO	YES
ERR_B033 BrkInpON	Brake input (from inverter) always on.	See input diagnostics P31.2 BRK on UDEC.M.	—	—	YES	NO	YES
ERR_B040 SafChain	Anomaly detected on the safety chain inputs of UDEC.M (ex. hole in the series).	See IO diagnostic from input S1-IN to S8-END.	Check the wirings looking for short circuits between the safety chain and other circuits.	Replace the board.	YES	NO	YES
ERR_B041 QF-SER	Magnetic circuit breaker QF-SER open.	See IO diagnostic of input S1-IN.	Check for short circuits on the safety chain.	—	YES	NO	YES
ERR_B042 Overtrav	Overtravel switch open (SQ-EXC1 / 2).	See IO diagnostic of input S2-OVT.	—	—	YES	NO	YES
ERR_B043	Pit safety contacts open (pit emergency stop SB-PEF or pit safety contact SQ-FF).	See the IO diagnostics of the input	—	—	YES	NO	YES
ERR_B044 SafCha 4	Movement interruption due to safety chain opening (S4-CAB - cabin safeties).	See IO diagnostic of input S4-CAR.	—	—	NO	NO	YES
ERR_B045 SafCha 5	Movement interruption due to safety chain opening (S5-APP - landing door preliminary).	See IO diagnostic of input S5-APP.	—	—	NO	NO	YES
ERR_B046 SafCha 6	Movement interruption due to safety chain opening (S6-CPC - car door preliminary).	See IO diagnostic of input S6-CPC.	—	—	NO	NO	YES
ERR_B047 SafCha 7	Movement interruption due to safety chain opening (S7-BLK - landing door locks).	See IO diagnostic of input S7-BLK.	—	—	NO	NO	YES

SCREEN [ENG]	Description	Action #1	Action #2	Action #3	Reset	Soft reset	Log
ERR_B050 t-traveX	Travel timeout (travel time + 5s). X = D: downward. X = A: upward.	—	Check the speed of the cabin and that its movement is free from obstacles.	Check the connections between the control panel and the inverter or the control unit.	YES	NO	YES
ERR_B060 Blackout	Blackout – absence of 230V AC supply.	See IO diagnostic of input GRID-OK.	—	—	NO	NO	NO
ERR_B061 Battery	Batteries not connected or discharged.	See IO diagnostic of input BAT-KO	—	—	NO	NO	NO
ERR_B062 Rot3Phas"	For three-phase power supply only. Missing phase or incorrect phase sequence.	Check for the presence of voltage on the three phases.	Invert two phases.	Check the connections and operation of the phase presence and sequence module KA-PH.	NO	NO	YES
ERR_B070 PitAcces	Pit access detected either by the unlock of the lowest landing door or safety chain S3-PIT.	See IO diagnostic of output HL-FF and S3-PIT.	—	—	YES	NO	YES
ERR_B071 HeadAcce	Headroom access detected.	See the diagnostics of input P64.4 SQ-TCA on UDEC.C.	—	—	NO	NO	NO
ERR_B072 ShaftAcc	Shaft access detected.	—	—	—	YES	NO	YES
ERR_C005 R24V CAB	Exceeded the maximum number of automatic resets for door board UDEC.C – 24V faults.	Check for short circuits / overload of the devices connected to the car board.	Check the connections of the car board to the control panel.	—	—	YES	YES
ERR_C010 CAN CAB.	Exceeded the maximum number of automatic resets for door board UDEC.C – CAN faults.	Take note of the error history and report to LiftingItalia if the error occurs frequently.	Check the connections of the car board to the control panel.	Check for short circuits / overload of the devices connected to the car board.	YES	YES	YES
ERR_C021 ScrewSen	Screw lifted sensor engaged (SQ-VIT).	See IO diagnostic of input SCREW.	—	—	YES	NO	YES
ERR_C030 Overload	Overload detected by the weighting unit or the overload switch.	See IO diagnostic of input OVL on UDEC.C.	—	—	NO	NO	NO
ERR_C042 Sblocc X	Landing door not completely unlocked.	Check the operation of the lock.	See IO diagnostic of input UNLOCK on UDEC.D.	—	NO	NO	NO
"ERR_C050 SWX CAB"	Status word notification of door board UDEC.C. X = 0: board reboot. X = 1: undervoltage. X = 2: overcurrent on electric lock output. X = 3: short circuit on generic 24V output. X = 4...13: CAN error.	Take note of the error history and report to LiftingItalia if the error occurs frequently. The board recovers automatically.	—	—	NO	NO	YES

SCREEN [ENG]	Description	Action #1	Action #2	Action #3	Reset	Soft reset	Log
ERR_Dn05 R24V “...”	Exceeded the maximum number of automatic resets for door board UDEC.D – 24V faults.	Check for short circuits / overload of the devices connected to the door board.	Check the connections of the door board to the shaft backbone cable.	—	YES	YES	YES
ERR_Dn10 CAND “...”	Door board UDEC.D not alive on CAN bus.	Check the connections of the door board to the shaft backbone cable. The board recovers automatically.	Check for short circuits / overload of the devices connected to the door board.	—	—	NO	YES
ERR_Dn11 RCAN “...”	Exceeded the maximum number of automatic resets for door board UDEC.D – CAN faults.	Take note of the error history and report to LiftingItalia if the error occurs frequently.	Check the connections of the door board to the shaft backbone cable.	Check for short circuits / overload of the devices connected to the door board.	YES	YES	YES
ERR_Dn20 SWX “...”	Status word notification of door board UDEC.D. X = 0: board reboot. X = 1: undervoltage. X = 2: overcurrent on electric lock output. X = 3...12: CAN error.	Take note of the error history and report to LiftingItalia if the error occurs frequently. The board recovers automatically.	—	—	NO	NO	YES

20. HMI menu and parameters

LEVEL_1	LEVEL_2	LEVEL_3	DESCRIPTION
OperMode			
	Normal		▶ Set normal mode (§10).
	Mainten.		▶ Set maintenance mode (§10).
	Commiss.		
		Overt trav	▶ Overtravel commissioning (§10).
		BeltSafe	▶ Belts safe commissioning (§10).
Parametr			
	General		▶ General parameters.
	Machine		▶ Machine parameters.
	Landings		▶ Landing doors parameters.
	Cabin		▶ Cabin parameters.
	CarDoors		▶ Car doors parameters.
Diagnost			
	ErrorLog		▶ General parameters.
		Read	▶ The display shows three screens: date&time of error, error code and the system dump. Use the arrows to scroll the log (max 10 records).
		Clear	▶ Clear the error log.
	UDEC.M		
		FW Vers.	▶ Shows firmware version.
		CAN stat	▶ Shows CAN-bus statistics.
	UDEC.C		
	UDEC.D		
Date&Time			▶ Change date and time.
Login			▶ Change user

	The changes to these parameters need a board restart (turn off - turn on) to be effective.
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