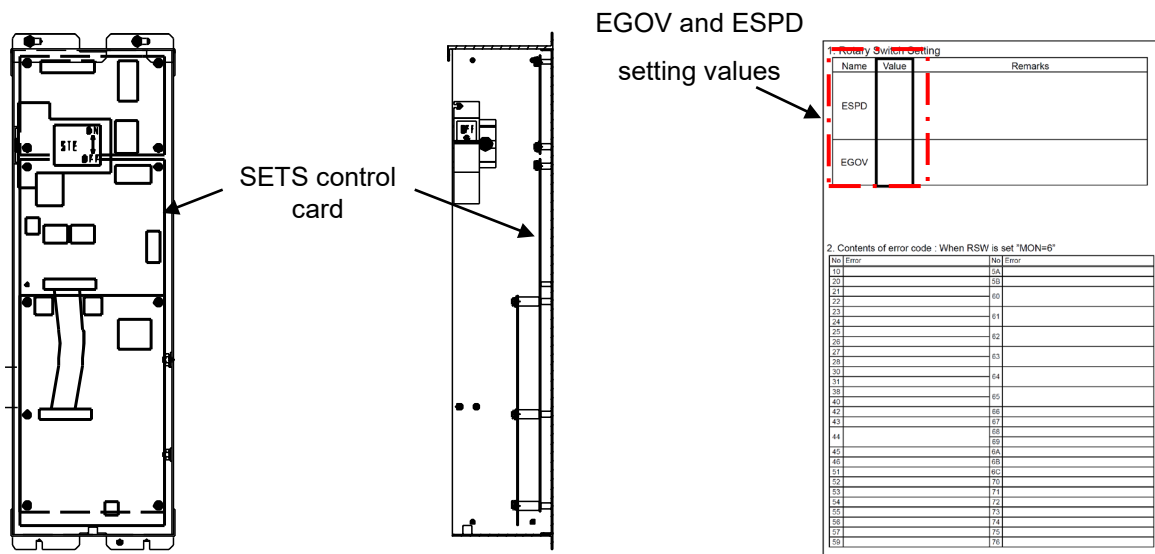


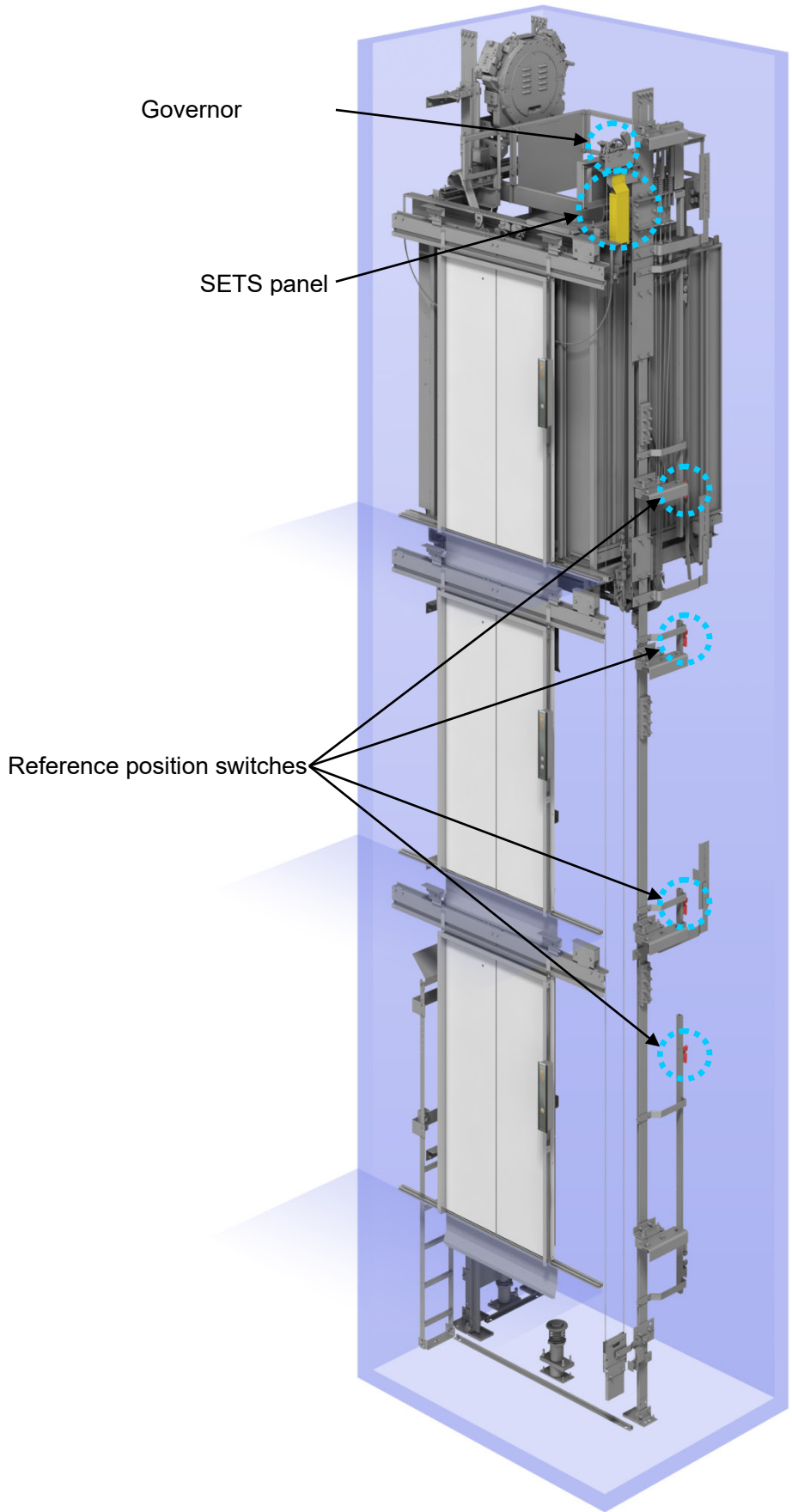
# **SETS-01 Inspection and Maintenance Manual for EGOV Setting Value B**

## 1. Outline

SETS-01 is the abbreviation of Smooth Emergency Terminal Slowdown Type-01 and is an electronic safety system. The SETS system enables the governor encoder and reference position switches at the terminals of the hoistway to detect the car position continuously and accurately. As the SETS system detects overspeed and stops the elevator quicker than the conventional system, the speed of collision with the buffer can be decreased and the buffer can be downsized. Therefore, the overhead and pit size can be reduced.

The SETS system consists of SETS control card mounted in the SETS panel, governor encoder and reference position switches. It is necessary to carry out inspection and maintenance of the SETS system on the regular basis to maintain the function properly. Even if the elevator is equipped with the SETS system, safety devices depending on the maximum speed of the elevator will be installed except a buffer. This manual describes the method of inspection and maintenance of SETS system for the model whose rotary switch EGOV setting is B. As the method of inspection and maintenance differs depending on the EGOV setting value, check the value written in the SETS setting label on the back of the cover of the SETS panel and observe the corresponding inspection and maintenance manual.





## 2. SETS system inspection

\*Make sure to carry out inspection of the SETS system on a regular basis. If not, the SETS system may decrease (limit) the traveling speed of the elevator.

### 2.1. Check of SETS system state in inspection and maintenance

If the SETS system is provided, carry out inspection for the following items once a year to check the state of the system.

#### 2.1.1. SETS panel

- (1) Check that there is no change or abnormality in the operation and installation state of control devices such as switches.
- (2) Check that terminals are fixed firmly and there is no abnormality in the circuit breakers (circuit protectors).
- (3) Check that the setting values of the rotary switches (*EGOV* and *ESPD*) on the SETS control card are the same as those written in the label attached on the back of the cover of the SETS panel.

\*Turn off the power to check SETS panel. Before starting the checks, confirm that the power has been turned off with a tester.

\*After the check, ensure safety before turning on the power again.

#### 2.1.2. Reference position switches

Check that there is no change or abnormality in the operating points and installation state of the reference position switches. For the operating points, see Table 2-1 below.

Table 2-1 Operating point of reference position switch

ESPD setting value	Operating point of reference position switch (mm) (Tolerance: within +/- 35 mm)			
	UP2	UP1	DN1	DN2
0	1250	2600	2600	1250
7	1250	3400	3400	1250
1				
2	1900	4300	4300	1900
3	1900	6400	6400	1900
8	1900	5200	5200	1900

## 2.2. Basic function check in inspection and maintenance

If the SETS system is provided, carry out inspection for the following items once a year to check that there is no abnormality in the basic functions.

### 2.2.1. Check of position and speed detection function (Inspection A)

Check the function to detect car position and speed by writing the reference position and studying the result.

- a) Unload the car to 0% load.
- b) Set manual operation.
- c) Set the rotary switches SET1 and SET0 on the P1 card (control CPU card in the control panel) to 0 and 7, respectively, and flip the toggle switch SW1 down.
- d) Switch to normal (automatic) operation. The car starts running automatically and makes a round trip from the bottom floor to obtain reference position data. When the data writing is completed, the indicator displays the floor number.
- e) Switch to inspection manual operation.
- f) Set both of the rotary switches SET1 and SET0 on the P1 card to 0, and flip the toggle switch SW1 down.
- g) Set the rotary switches SET1 and SET0 on the P1 card to 0 and 3, respectively, and flip the toggle switch SW1 down.
- h) Check that the SETS reference position corresponds to the reference value shown in Table 2-1. (See Table 2-2 below.)
- i) Set the rotary switches SET1 and SET0 on the P1 card to 0 and 8, respectively, and flip the toggle switch SW1 down to restore the elevator.

Table 2-2 SETS reference position display

Item displayed on indicator	Timing of display	Display on indicator in the car and hall
SETS reference position	h)	<ul style="list-style-type: none"> <li>• → T → 1 → OK or UP1 error value*1 →</li> <li>T → 2 → OK or UP2 error value*1 →</li> <li>d → 1 → OK or DN1 error value*1 →</li> <li>d → 2 → OK or DN2 error value*1</li> </ul> <p>*1: If the indicator does not show OK, the system has an error.</p> <p>*If there is an error, inspect the reference position switch. After the inspection, check the function again in accordance with the procedure in 2.2.1.</p>

## 2.2.2. Check of self-diagnosis history and result (Inspection D)

Check history and result of diagnosis conducted by the self-diagnosis function of the SETS system.

- a) Set manual operation.
- b) Set both of the rotary switches SET1 and SET0 on the P1 card to 0, and flip the toggle switch SW1 down.
- c) Set the rotary switches SET1 and SET0 on the P1 card to 1 and B, respectively, and flip the toggle switch SW1 down.
- d) Check that the self-diagnosis history includes FF on the 7-segment indicators 7SEG3, 7SEG2 and 7SEG1 on the P1 card. (See Table 2-3.)

However, when the indicator 7SEG3 shows *b* on the 5th display, check that the self-diagnosis history is *bF*.

\*If the self-diagnosis history is not *FF* while the indicator 7SEG3 shows A, conduct inspection B and C and keep the power of SETS system on for a few days for the diagnosis.

\*If the indicator 7SEG3 shows *b* except on the 5th display and the self-diagnosis history is not *FF*, conduct inspection A and move the car from the bottom to the top floors and from the top to the bottom floors (one round trip).

\*If this problem persists after the above measures, the card in the SETS panel needs to be replaced.

- e) Flip the toggle switch SW2 on the P1 card up. (The display changes to self-diagnosis result.)
- f) Check that the self-diagnosis result includes only FF on the 7-segment indicators 7SEG3, 7SEG2 and 7SEG1 on the P1 card. (See Table 2-3.)  
\*If the result includes something other than FF, inspect the governor sheave, governor encoder, reference position switches for SETS, etc. If there is no problem, the card in the SETS panel needs to be replaced.
- g) If there is no error in the history and result, simultaneously flip and hold the toggle switches SW1 and SW2 on the P1 card up and down, respectively, for several seconds.
- h) Set the rotary switches SET1 and SET0 on the P1 card to 0 and 8, respectively, and flip the toggle switch SW1 down.

Table 2-3 Self-diagnosis status display

Item displayed on indicator	Timing of display	Display on indicators on P1 card	Remarks
Self-diagnosis history	c)	c, b, - → c, P, 1 → A, (a value), (a value) → b, (a value), (a value) → c, P, 2 → A, (a value), (a value) → b, (a value), (a value)	*In the left column, three letters separated by comma in each set are in the order of display on the indicators 7SEG3, 7SEG2 and 7SEG1.
Self-diagnosis result	e)	c, c, - → c, P, 1 → A, (a value), (a value) → b, (a value), (a value) → c, P, 2 → A, (a value), (a value) → b, (a value), (a value)	**"A value" in the left column is displayed in a hexadecimal number.

### 2.2.3. Check of forced braking function at overspeed detection (Inspection B) and check of initial operation after power restoration (Inspection C)

When the SETS system detects overspeed, it decelerates the car by using the emergency stop function. The check described in this section ensures that the emergency stop function surely decelerates the car to the allowable buffer striking speed while the car is traveling from the overspeed detection position to the top of the buffer. In this test, however, the car does not actually strike the buffer. This is a simulation in which the overspeed detection pattern is shifted to the middle of the hoistway to activate the emergency stop function there. Observe the procedure below, and check that the assumed speed of the car at the buffer position on the basis of the shift amount of the overload detection point (hypothetical buffer striking speed) is within the allowable buffer striking speed range by looking at the indicator. Also, check that the initial operation starts properly and that the SETS system functions normally after the power has been restored.

- a) Unload the car to 0% load.
- b) Set manual operation.
- c) Set both of the rotary switches SET1 and SET0 on the P1 card to 0, and flip the toggle switch SW1 down.
- d) Set the rotary switches SET1 and SET0 on the P1 card to 0 and 1, respectively, and flip the toggle switch SW1 down.
- e) Switch to normal (automatic) operation. Run the car and stop it at the bottom floor.
  - \*Some elevator models automatically move to the bottom floor after the operation has been switched to normal (automatic) operation, and then move upward without registration of a call for the top floor in g) below.
  - \*The car stops at the nearest floor and opens the doors after the operation has been switched to normal (automatic) operation, but do not get in the car.
- f) Check that the display on the indicator of the car operating panel or hall position indicator has changed from L → ↑ → B (not in inspection mode) to L → ↑ → A (in inspection mode).
  - \*It takes several seconds to set the inspection mode. If the SETS system limits the car traveling speed because of an error other than the inspection execution abnormality specified in the SETS setting label, the inspection mode cannot be set.
- g) Register a call for the top floor to move the car upward.
- h) Check that the emergency stop function is activated and the car stops around the middle of the hoistway.
- i) After the emergency stop, the result is displayed on the indicator of the car operating panel or the hall position indicator. (See Table 2-4.)
- j) Check that the start speed of the emergency stop (S → the speed value) is within -5% to +10% of the maximum speed.



- k) Check that the hypothetical buffer striking speed (B → the speed value) does not exceed the allowable buffer striking speed (written in MAX. STRIKING SPEED column in the buffer nameplate).
- \*If not, check that there is no problem with the governor sheave, governor encoder, reference position switches for SETS, traction machine brake, etc.
- l) Switch to manual operation and turn off and on the power. Check that the SETS system is activated properly.
- \*Inspections B and C are completed in this procedure.
- m) Set the rotary switches SET1 and SET0 on the P1 card to 0 and 8, respectively, and flip the toggle switch SW1 down to restore the elevator.

Table 2-4 Braking capability inspection display

Item displayed on indicator	Timing of display	Display on indicator in the car and hall
Information on braking capability inspection	d) (Not in inspection mode)	• → L → ↑ (up arrow) → B → - → floor name
	f) (Inspection mode)	• → L → ↑ (up arrow) → A → - → floor name
	h)	• → E → T → S → a value [forced braking start speed (m/min)] → P → a value → E → a value → D → a value → B → a value [hypothetical buffer striking speed (m/min)]

2.2.4. Check of number of days before next inspection

Regarding inspections A, B, C and D, the number of days left before the next inspection can be checked.

- a) Set the rotary switches SET1 and SET0 on the P1 card to 0 and 8, respectively, and flip the toggle switch SW1 down.
- b) Set both of the rotary switches MON1 and MON0 on the P1 card to 8.
- c) After approximately 20 seconds, the information on each inspection is displayed. Check the display.  
(See Table 2-5.)

Table 2-5 Display of number of days before next inspection

Item displayed on indicator	Timing of display	Display on indicators on P1 card	Remarks
Number of days left before next inspection	c)	-, X, - → c, -, - → (a value), (a value), (a value) → n, -, - → (a value), (a value), (a value) → r, -, - → (a value), (a value) <sup>*1</sup>	<p>*1: The values show the number of days left before the next inspection.</p> <p>*In the left column, three letters separated by comma in each set are in the order of display on the indicators 7SEG3, 7SEG2 and 7SEG1.</p> <p>*X in the left column shows an inspection code A, B, C or D. The display changes by operating the toggle switch SW2 on the P1 card.</p> <p>Flipping down SW2: A → B → C → D → A → ...</p> <p>Flipping up SW2: A → D → C → B → A → ...</p>

### 3. Troubleshooting

#### 3.1. Check of error code on SETS control card

Two 7-segment LED indicators mounted on the SETS control card display an error code which indicates the SETS status. Set the rotary switch MON on the control card to 6 to display error codes on the 7-segment indicators. (See Table 3-1.)

\*Inspection of the governor sheave, governor encoder, reference position switches for SETS, etc., or replacement of the card in the SETS panel is required depending on the error.

Table 3-1 Setting of rotary switch MON and indication

MON setting value	Item displayed on indicators	Display on indicators on SETS card
6	S/W error signal (Refer to the SETS setting label.)	<p>a) Two-digit codes of all detected errors are displayed one by one. For example, if two errors with the codes XY and YZ are detected, they will be displayed as below.            E → X → Y → E → Y → Z → H → X → Y → H → Y → Z → E → (repeated)            *E represents an error code being detected at present, and H represents an error code detected in the past.</p> <p>b) If no error is detected, the indicator displays as below.            E → 0 → 0 → H → 0 → 0 → E → (repeated)</p>
Others	Indefinite value	Item unrelated to inspection or maintenance

#### 4. SETS panel connection diagram

SETS panel is connected to other devices as follows.

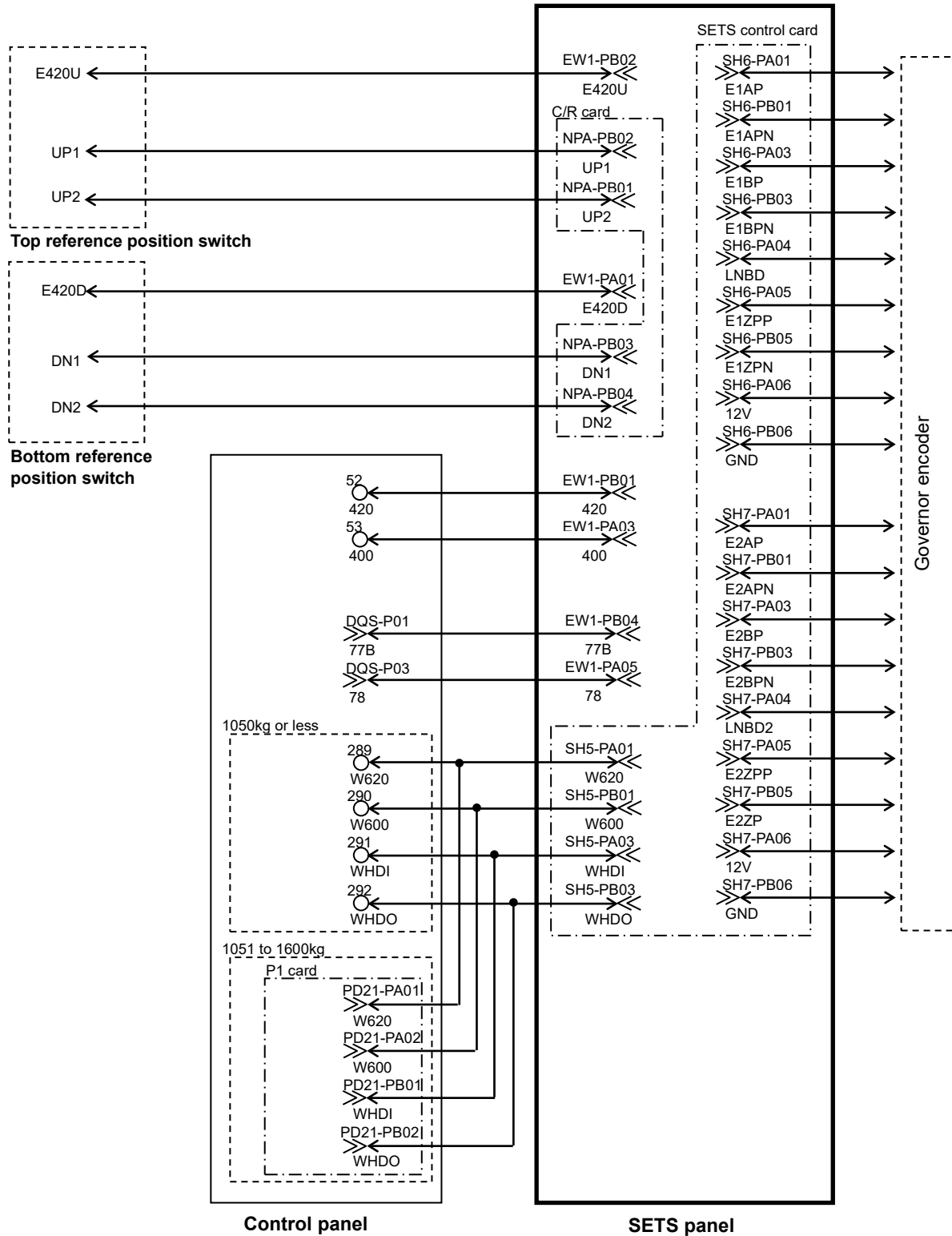
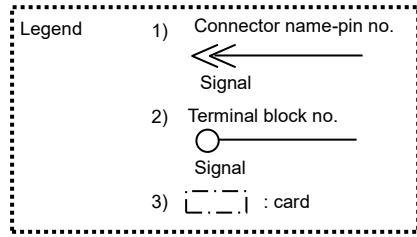


Fig. 4 SETS panel connection diagram