



OPTIONAL EQUIPMENT SPECIFICATIONS

DC DRIVE:

DC Drive shall consist of a special permanent magnet DC motor with a solid state speed control which contains adjustments for linear acceleration, linear deceleration, current limit, IR compensation, maximum and minimum speeds. Drive shall have temperature, IR, and line voltage compensation to provide 1% base speed regulation.

AC MOTOR SOFT START:

Soft start shall be a solid state SCR network that shall gradually increase motor torque. Separate adjustments for time and torque shall be provided.

RUPTURE VALVE:

Rupture valve shall be mounted directly to cylinder inlet. In the event of pressure loss in hydraulic system ahead of valve, the valve shall close and bring the car to an immediate controlled stop. The valve shall be field adjustable to close at 10% under no load pressure, and shall open automatically when either the load is removed from the cylinder or pressure is restored to the hydraulic system.

TANK HEATER:

Heater shall be of the external surface type, adhered to the exterior of the oil reservoir and thermostatically controlled to automatically maintain oil temperature between 60 - 70 F.'

AUTO LOWERING:

Provide circuitry and auxiliary power supply to allow car to descend to lowest landing in the event of failure of the main power supply. All safety circuits shall be fully operational. Provide circuitry to allow for either automatic or passenger initiated descent of car.

2 SPEED VALVE:

Hydraulic unit control valve shall be machined from solid aluminum billet, with the following field adjustable functions: check valve, relief valve, up start, up transition, up leveling, up stop, down start, down speed, down transition, down level, and down stop. Unit valve shall be equipped with self closing manual lowering valve, self cleaning strainer, pressure gauge & shut off.

MICROPROCESSOR:

Controller shall be enclosed in a NEMA 12 cabinet. Controller shall be of the electro-magnetic type, designed to prevent damage to the motor from overload or excessive current. Provide operating circuits as required by ASME 17.1. Controller assembly shall comply with ASME 17.5.

Control operation shall be single button automatic. Momentary pressure on a car or hall button shall send car to the desired floor if all safety circuits are made up. A field adjustable non interference timer shall be provided. Provide circuits for automatic door and gate operation when required. The controller shall automatically stop the motor and set the brake or close the hydraulic control valve if any safety device becomes operative.

Control logic shall be executed by a programmable logic controller (PLC). The central processing unit (CPU) of the PLC shall have 2.4K program memory, 2048 ladder memory (words), 4-6 ms scan time, and shall be programmable with a standard personal computer running on the Windows operating system through a built in RS232C communication port. Programming software shall provide for ladder style programming, run time viewing and run time editing. Program memory to be retained in non-removable FLASH-EEPROM. PROM burner shall not be required for program changes. A super capacitor shall be provided for memory power backup. PLC shall have 24VDC sink or source inputs, capable of interfacing directly with a TTL logic landing system. Outputs shall be relay with 7A capacity.

AS-400 Options

RETIRING CAM:

Heavy duty parallel arm gravity-drop cam with sufficient weight to open interlock, with torque motor to raise cam to lock door.

SCISSOR GATE:

Collapsing gate shall be heavy duty Bostwick type, with a minimum of 11 stiles and a minimum of 2 sets of relating scissors. Gate shall conform to all applicable requirements of ANSI 17.1. Stiles shall be fabricated from rolled steel channel. Relating scissors shall be fabricated from 1/8" steel flat stock. Gate shall be suspended on every other stile by a 3 wheel truck assembly, with provisions for height adjustment. Wheels shall be ball bearing type with polyurethane tires. The bottom of each stile shall be fitted with a nylon guide. The entire gate assembly shall be coated with enamel.

AUTOMATIC GATE CLOSER:

Gate shall be designed to close automatically after a field adjustable time delay. Closer shall be of the spirator type, with winding reel and aircraft cable with suitable attachment. Winding reel shall have provisions for retention by an adjustable solenoid, activated by the time delay circuit.

GATE OPERATOR:

Operator shall be traction drive type, with DC gearmotor, traction sheave, adjustable deflector sheaves, adjustable open and close limits, and control unit with DC power supply. Open and close speeds shall be fully adjustable. Traction drive shall be adjustable to provide for loss of traction if gate is obstructed. Signal from main control shall actuate open or close operation. Optional reopening device shall stop gate from closing and return it to the open position.

INDIVIDUAL DOOR OPERATOR:

Jr. Swing by Dor-O-Matic. Electromechanical type utilizing parallel arm pull type actuation. Operator shall be mounted on hoistway door. Integral spring closer, adjustable opening speed and back check.

MASTER OPERATOR:

Model 4300 by Power Access. Electromechanical type utilizing independent roller arm actuation. Operator shall be mounted on the elevator car and shall be electrically interlocked with the gate. Unit shall stop if it meets an obstruction. Seven second cycle time. Works with standard door closer.

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