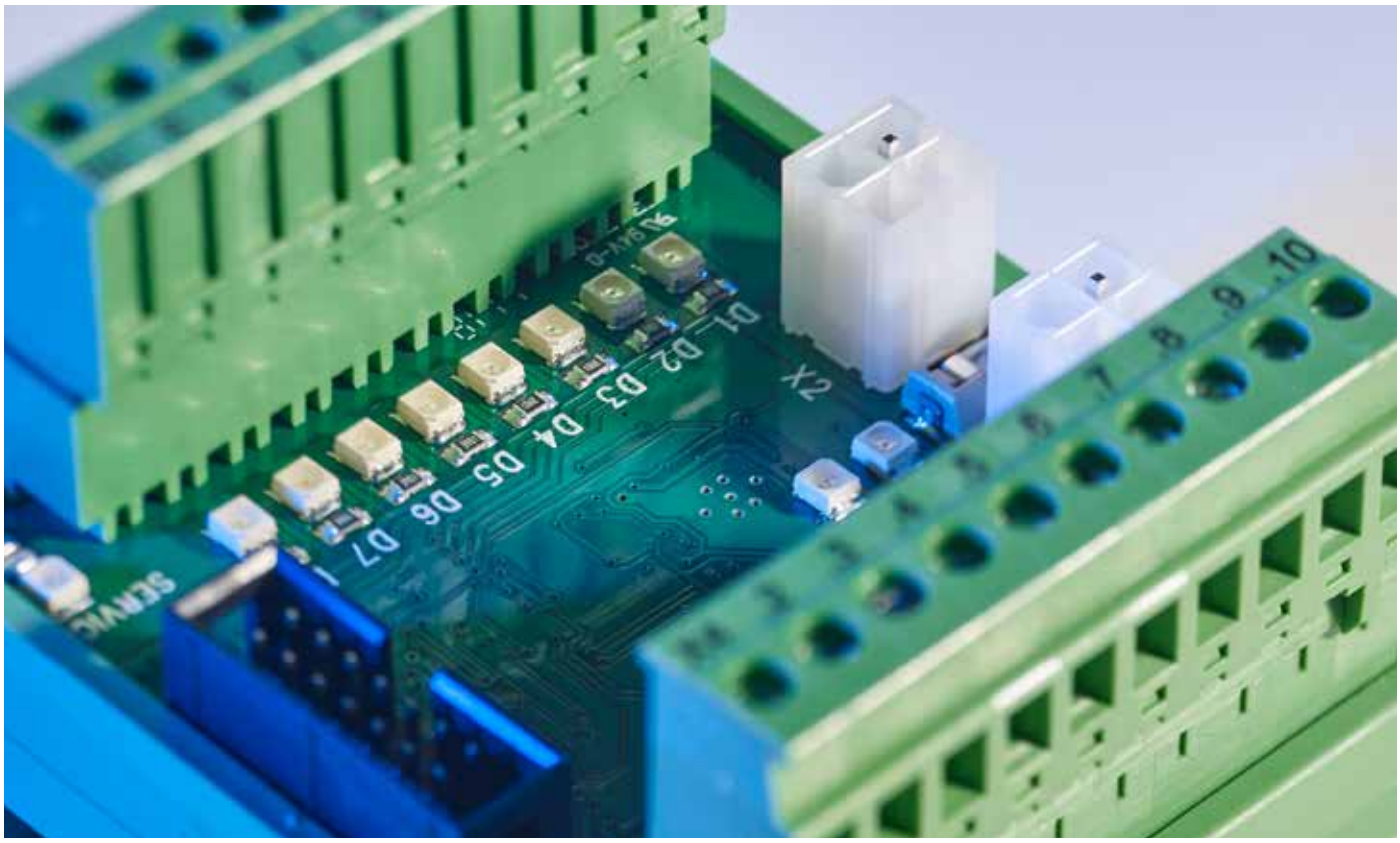
NEWLIFT
NEUE ELEKTRONISCHE WEGE

NEW LIFT

SPECIAL CONTROLS

As individual as your installations



As individual as your installations

SPECIAL CONTROLS

Here, we provide you with an initial overview of our special controls. If you don't find the solution that you're looking for here, no problem! Contact us either by phone or with our "Special Controls" online contact form, and we'll find a solution for you – tailor made.

PANORAMA DRIVE CONTROL

When using glass lifts, this controller allows for a slow drive. If the lift is round, the car can optionally simultaneously rotate around its axis.

ANTI-SURF CONTROL

Anti-nuisance function to protect against unauthorised use of the inspection control and to protect against so-called "lift surfing" (jumping onto passing cars) – in accordance with the Russian standard PUBEL.

VALUABLE GOODS TRANSPORT CONTROL

In buildings in which valuable goods are transported (valuables, money or similar), a separate control sequence must ensure that the cash-in-transit companies can use the lift empty and exclusively without coming into contact with other people. The control presented here is used primarily in single lifts in combination with normal landing control but can also be used with lift groups.

DANGEROUS GOODS TRANSPORT CONTROLS

When transporting dangerous goods via lifts, no persons may be present in the car. Priority must therefore be given to operation from the landing call panel. This is achieved with the dangerous goods transport special control.

EMERGENCY CONTROL

The emergency control reserves one lift out of a group of four for emergency drives. It is designed so that the emergency lift can be freely selected and changed at any time. In normal operation, the lift does not take part in group mode; "RESERVED" appears on the position indicator. During emergency operation, "EMERGENCY" appears on the position indicator.

ANTI-TERROR CONTROL

Persons who use a lift without authorisation can be denied access to other floors if the anti-terror control is activated. This triggers an immediate blockage of the car door(s), followed by a turnaround stop on the next floor. The car is then returned to a previously defined floor if necessary; there, the person present in the car can be secured, e.g., by security personal.

TRANSPORT CONTROL

The transport control assigns one lift out of a group of four for special transports. It is designed so that the transport lift can be freely selected and changed at any time. In normal operation, the lift does not take part in group mode. As soon as a transport is initiated by actuating the key switch, the lift services the call without accepting any other calls.

DOOR CHECKING DRIVE BY LIFT ATTENDANT

A key switch in the car can trigger the door checking drive. The lift drives out of the door cam and out of the door zone and stops. Car doors can thereby be opened and shaft doors locks checked manually. This control is often used in buildings with penthouse flats to which the lift attendant does not have access (according to 37-A / MA35).

FLOOR TEXT CONTROL

From time to time, one may wish to display floor texts or altitude as floor information on the EAZ-256 in addition to or separately from the normal floor name. The CUS-91 LON module is used to output this additional floor text. It offers the option to display floor texts for up to 20 floors as well as to display the difference in height of the car relative to the bottom floor in metres or millimetres. The differences in height are read from the FST and can be displayed for all floors.

SABBATH CONTROL

A special control is often used in Jewish centres or institutions that allows passengers to use the lift on the Sabbath and during holidays without setting car or landing calls. The Sabbath control was officially recognized by a rabbi.

CHARGE-BY-FLOOR CONTROL

With this control it is possible to count the number of drives from/to a specific floor and door side so that the costs can be charged to the respective passengers by means of a suitable billing mechanism. The module can manage up to 16 invoicing units and provides a “charge impulse” to the outside for 1 sec for each invoicing unit. This can be used directly or as a potential-free contact by the GLT to transmit to the invoicing automation. The actual invoicing process is the responsibility of the lift system operator.

LOADING CONTROL

Allows the car door to be held open for a definable period of time.

GROUP SEPARATION

Individual lifts can be separated from the group using this control and then operated as single lifts. The function can optionally be coupled with floor locking.

LIGHT EFFECTS CONTROL

Allows various light effects to be controlled in sync with the car movement.

LOAD BARRIER CONTROL WITH OR WITHOUT SIGNAL LIGHT

For freight lifts with forklift traffic, the car doors on the opposing side of the lift can accidentally be damaged if the forklift runs into it with the load. Loading barriers located within the car and which retract into the floor are a more cost-effective alternative to massive car doors. The loading barriers rise up in front of the closed car door and protect it from mechanical damage during the loading or unloading process. Optional signal lights mounted in the car and, if desired, outside at the entrances to the respective door side round out the overall concept. Misloadings are also detected.

CONTROL OF REVOLVING DOORS AND ROLLING GATES WITH OR WITHOUT SIGNAL LIGHT

Interface for creating control signals for opening revolving doors or rolling gates, e.g., with car or freight lifts. It can be used on lifts with up to eight floors and two door sides and requires absolutely no adjustment on the FST.

RADIO-CONTROLLED CAR LIFT

In addition to or instead of car operating panels and landing call panels, this control can be used to operate the lift using a 2- or 4-channel radio system. The control is designed for lifts with 2 to 4 floors and can be operated with any number of handheld transmitters.

LIFT GATE CONTROL

To control lift gates (e.g., PEELLE or HÜTTER) as well as for various rolling gate controls, door commands are needed in the control cabinet. The control can be used to eliminate the need to transmit these commands from the FSM-2 car top control module to the control cabinet via additional wires in the travelling cable. It copies door and cam commands as well as the status of door end switches, light barriers and reversing contacts for door sides A and B. If the safety light barriers are interrupted, the door movement stops and waits for a corresponding reset command.

WINTER CONTROL

This control was developed especially for use with inclined lifts. A weather station provides the input values for the winter control. For example, this control activates the heaters of the conductor lines, the shaft door thresholds, de-icing fluid and spray nozzles at temperatures below 3° C. The fill level of the de-icing fluid is also monitored. During winter operation, an automatic de-icing drive can be performed if there is an elevated risk of icing (selectable time intervals: 15 min – 2 h). The automatic function can, of course, be disabled, e.g., during competitions, and the defrosting drive activated manually.

FOR USE IN HOTELS AND OFFICE BUILDINGS

LIFTBOY CONTROL

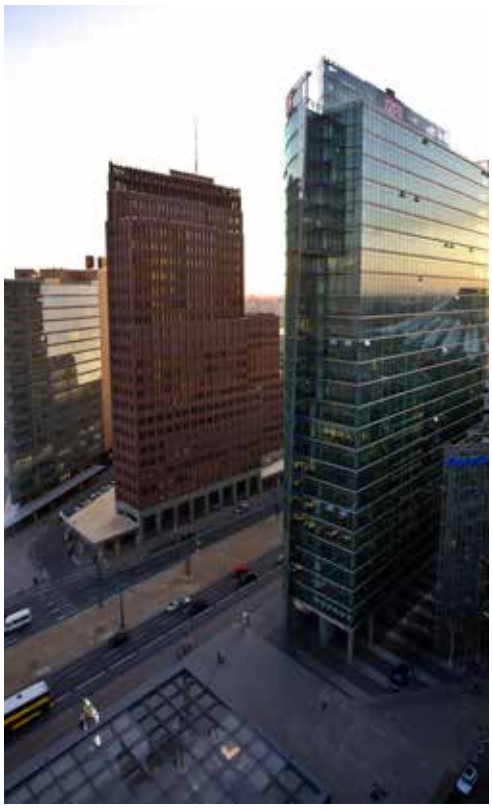
In hotels or larger office buildings, the lift is occasionally operated by personnel. In this case, the elevator is not a so-called self driver. Instead, the calls are handled by a liftboy.

CONFERENCE DRIVE CONTROL

During receptions or events, it is sometimes desired that the lifts travel only to certain floors, wait there for a set length of time and then automatically return to the reception floor. The control is designed both for single lifts as well as for groups with up to 32 floors and one door side.

MANAGEMENT DRIVE CONTROL

Hotels or office buildings sometimes require a separate drive for transporting special persons. Scrolling texts can also be displayed during the drive. The following scrolling texts are stored in the CUS module: SONDERFAHRT, DIRECTORS DRIVE, V.I.P DRIVE, PRIORITY DRIVE, SPECIAL DRIVE.



ACCESS CONTROLS

PENTHOUSE CONTROL

Penthouse control (also known as visitor control or remote entry) prevents passengers from driving to certain floors without special action. Unlike conventional penthouse controls with maximum two collection floors, this module can manage up to 16 different penthouse calls. In addition, you can also specify more than two collection floors for each penthouse floor.

SCHOOLHOUSE CONTROL

Schoolhouse control is an access control that allows only authorised people to use the lift. During events, this access control can be disabled to make the lift available for use by all passengers.

Alternatively, it is also possible to define whether all calls should always be blocked in normal operation or only landing calls or car calls selectively.

C&A WAREHOUSE CONTROL

This warehouse control is based on the lift standard of the C&A Mode KG company. This control makes provision for the special processing of calls issued under certain conditions, blocked car calls and protected landing calls. A code keypad in the car operating panel allows the warehouse control to be set to various states in which access is granted and the landing control and the default position of the doors are manipulated. The lift can be switched off using a second code keyboard in the landing call panel.

CODE LOCK CONTROL

In hotels or office buildings, card readers or code keypads are often used to implement access control. Most of these solutions require a special cut-out in the car operating panel and possibly separate travelling cables/wires for supply and wiring as well as a number of potential-free signal contacts in the lift control system or in the car. Using the solution presented here, any normal car operating panel becomes a code keypad without the installation of an external control system. Both the automatic triggering of calls to the individual, locked floors as well as the selective (block-wise) release of multiple blocked car calls can be realised. Up to 15 different codes can be stored.

BANK CONTROL MODE

Upon actuation of the key switch, the control automatically releases certain car calls according to the user group. For a single lift with up to 16 floors, a total of 32 different user groups can be defined.

SECURITY CONTROL

Designed for use in closed institutions or in penal facilities, this control operates with individually adjustable security levels.

FOR USE IN HOSPITALS

INFECTION DRIVE CONTROL

When transporting a contaminated patient, this control guarantees deactivation of the lift until a disinfection team has disinfected the contaminated car.

RESCUE DRIVE

Actuating the key switch on the landing panel on the main floor results in all car and landing commands being deleted; the lift travels immediately to the main floor, where it waits with open doors. After actuating the "Rescue drive" key switch in the car and after selecting the target floor, the lift travels to the target floor without stopping at other floors, stops there with open doors and blocks all car and landing calls. The lift can be returned to normal operation either after a freely definable time has elapsed or manually with a key switch.

LOCK CONTROL

Control for use in installations with anterooms that are used as security or disinfection locks. The control only allows one door to be opened at a time.

TRANSPORT SYSTEM CONTROLS

TRANSPORT SYSTEM CONTROL GENERAL

For the realisation of transport systems, lifts are often used for transporting goods over several floors. In order for such transport systems to function smoothly, an interface is required between the external transport control system and the lift control system. This interface provides information about the lift to the external transport control system and forwards commands
given by this control system to the lift control system.

TRANSCAR INTERFACE

Forms the interface between the FST and the Transcar automatic transport system. It provides status signals that indicate the lift status to the Transcar and receives command signals from the Transcar transport system to ensure automatic transport. Automatic transport with up to 14 floors can thereby be realized, whereby only one door side can be selected for automatic operation on each floor.

FTS INTERFACE

Interface between the FST and the FTS automatic transport system. It provides status signals that indicate the lift status to the FTS and receives command signals from the FTS transport system to ensure automatic transport. Manual operation can be activated by the FTS or by means of a key switch on the landing call panel; automatic operation is only requested by the FTS.

INCLINED LIFTS

GREAT OLYMPIC HILL IN GARMISCH

Due to the special design of the jump, wireless communication between the car and the machine room was necessary here. To guarantee use even in poor weather conditions, NEW LIFT created a de-icing drive.

SCHATTENBERG SKI JUMP IN OBERSTDORF

Because the rails do not have a constant pitch angle, a tilt function was included. The control system is also equipped with a snow removal drive.

BALTIC SEASIDE RESORT SELLIN

The inclined lift with its historic cars connects the beach promenade with the pier over a distance of approximately 30 m.

LIFT ATTENDANT ADAPTER

The respective modules provide the required signals with minimal effort and they themselves require no further configuration.

- **OTIS REM® INTERFACE**
  Interface to the REM® 5.0 lift attendant module from the OTIS company.
- **REKOBA AWM® INTERFACE**
  Interface to the AWM® lift attendant module of the REKOBA company.
- **THYSSENKRUPP TELESERVICE® INTERFACE**
  Interface to the Teleservice® Generation 6 lift attendant module of the ThyssenKrupp company
- **SCHINDLER TM4® INTERFACE**
  Interface to the TM4® lift attendant module of the Schindler company.
- **KONE KRM® INTERFACE**
  Interface to the KRM® lift attendant module of the Kone COMPANY.

BMS-INTERFACES

Interfaces for building control systems and central control systems

- **GWG MÜNCHEN**
  Interface for connecting to the building control systems of GWG München with potential-free contacts
- **PROFIBUS BUILDING CONTROL SYSTEM INTERFACE**
  Interface for connecting the FST to a Profibus building control system interface. Used at the Frankfurt am Main Transportation Association (VFG) and university building authority in Heidelberg.

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