FS90 Simple V8 24vdc(Green) board

How it works.

To initiate FS90 operation, the board must see a PH1 signal. That signal must be present when the PHII keyswitch is turned to on. At that point the PH1 signal is latched, and the original PH1 signal is no longer required.

The PH1 Signal may be come from up to 3 N/O (active when high) detectors on DET1-3, and from the Key signal or from the HAT. All detectors and the PH1 keyswitch must be hooked up unless using the Fire Hat signal which is much easier.

The Key/Hat terminal may be active high just like the detector signals when used with a keyswitch, or may go to ground if the fire hat jewel in the car is driven low by the controller. To use the fire hat if it is driven low, take the Key/Hat terminal to the side of the lamp that is driven low by the controller. The Hat_or_KS jumper may be moved to make either of the above work with the Key/Hat terminal.

If the Fire hat is used to initiate, no smoke detector or physical key switch inputs are needed. The fire hat must stay on when the car reaches the floor and opens the doors on PH1.

When the board sees a PH1 input, and PHIISIG input, FS90 can work.

The KEY STOP and STP terminal hookups can be a little confusing the first time you do one of these.

In order to work the board must take the in car stop switch signal over, and mirror that signal during normal operation.

The KEY STOP terminal must lead to and from the in car stop switch, and that switch must have no other signals tied into it. The KEY STOP terminal away from the center of the board provides the 24vdc+ signal to the switch, and the return from the switch goes to the center most KEY STOP Terminal.

The STP terminals provide a set of contacts that mirror the operation of the stop switch on normal operation.

PHII SIG input is active high from your PHII keyswitch ON position

DZ input is active high (when at the floor)

The CC terminals parallel the Call Cancel Button with a set of contacts. Code says that you may not set up a call when the car is on PHII, and the stop switch is in the stop position. The board holds the call cancel button high when these conditions happen. In order for this to work perform the following test before installing the board:

With the car at the floor and on PHII operation, close the doors fully, and while holding the call cancel button try to set up a call. No calls should set up, and the car should not move.

Provide a 24vdc+ and 24vdc- signal to the board and the board is ready to function.

To test the installation

1 without a ph1 signal, turn the PHII switch to on, and turn the stop switch to the stop position. The board should have no effect.

2 Put the car on PH1 and PHII the doors should open and close.

3 turn the stop switch to the stop position. The doors should open and close, then try to set up a call. No call should register, and the car should not move.

4 place the stop switch back in the run position, and set up a call. When the car moves, throw the stop switch to the stop position. The car should stop in flight.

If 1-4 work as described, FS90 is working properly.