



EXPANSION CARD EFA4V51FA FOR HIGH SPEED POSITION SENSORS AND POWER LINE SUPERVISION

CHARACTERISTICS

INPUTS

Position sensor input pins: Si, Di: 0/24Vdc

Up to 4 sensor pair

Pair selection input pins: SEL0, SEL1:
0/5Vdc, positive logic

Power line sense pins: L1, L2, L3: 60/200Vac

Input resistance: 54Kohm

Frecuency: 50/60 Hz

With the addition of an external series
resistance to each pin:

33Kohm, 2W: 120/300Vac

68Kohm, 5W: 200/460Vac

OUTPUT TO CEA51FA:

PAS, PAD: 0/+24 Vdc

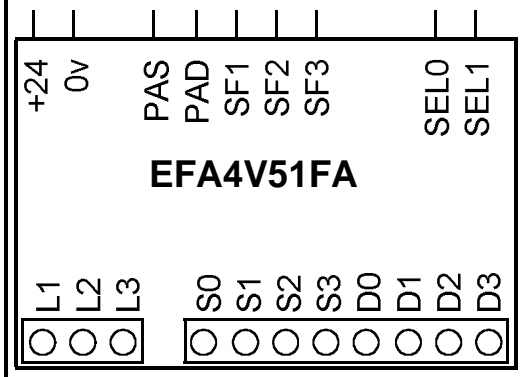
SF1, SF2, SF3: 0/5 Vdc (with 10Kohm load)

POWER SUPPLY

From CEA51FA pins: +24 and 0V.

MOUNTING

It is mounted on the CEA51FA connector.



FABRICADO EN URUGUAY

OPERATION WITH MULTIPLE POSITION SENSOR SYSTEM

Used to select up to 4 pairs of PAS, PAD type sensors. This card permits the operation of systems whose car speed and decelerating length varies according to the length of the trip. Pair sensors S0, D0 to S3, D3 may be used from floor to floor speed up to maximum speed.

Sensor pair is selected by the information at SEL0, SEL1, taken from RAU1, RAU2 output pins in the CEA51FA controller. These outputs must be configured to this function.

It will be a pair of sensors between each landing if all the distances between landings are the same. If this regular distribution is not found a special software should be asked for.

EXS and EXD flags are longer than the decelerating length at the lowest speed, but no longer than the floor to floor distance. There must be adequate means to force reasonable speed progressive limits at each end of the hoistway.

Level flags length is about 200mm. Other flags length is 50mm.

Level flags must have a minimum 50mm superposition. Except this case, there must be a minimum 50mm clearance for all other cases.

POWER LINE SUPERVISION

A sample of the three power lines is to be wired to L1, L2 and L3 inputs (Direct power line or transformer secondaries). The EFA4V51FA card has three optoisolators whose output drive the SF1, SF2 and SF3 input pin in the CEA51FA controller. Phase sequence and phase loss is supervised. If an anomalous situation is detected the controller stops the car and outputs an alarm indication.

CEA51FA includes a software filter and a tolerance delay to reject false alarm due to interference and line noise.

This routine is excluded if SF1, SF2 and SF3 pins are left open.

CONTROLES S.A.
AV. Rivera 3314
11300 Montevideo
URUGUAY

Tel.: +598 2 622 0651
Fax :+598 2 622 2048
info@controles.com
www.controles.com