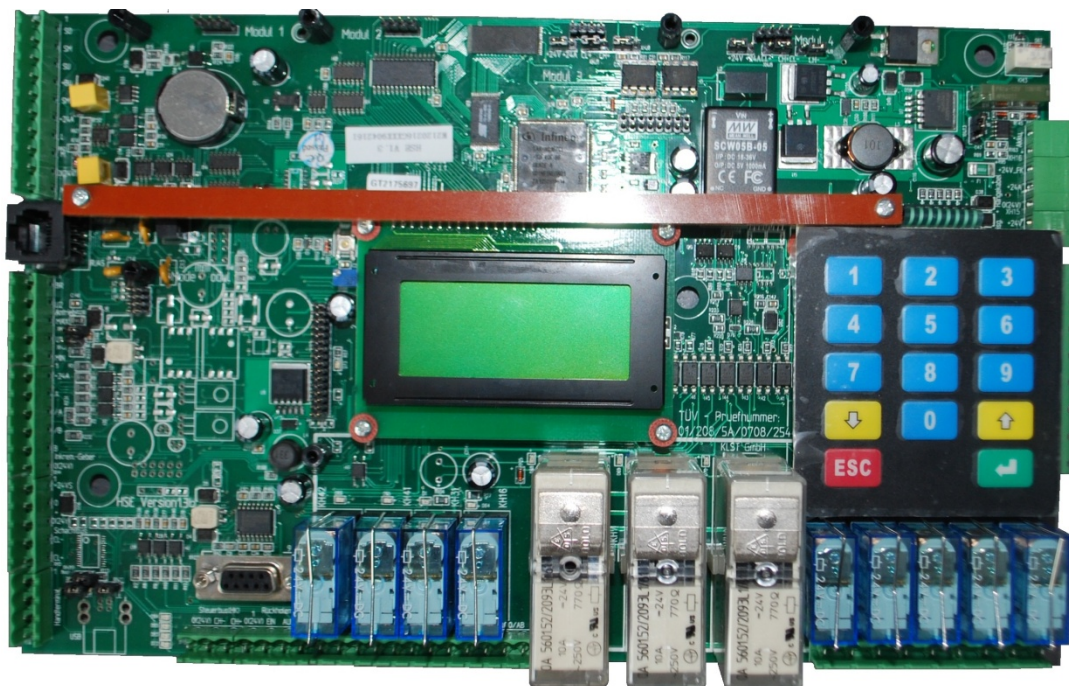


# Lift controller MLC 8000

## Main features - summary



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## 1. General features

- up to 64 floor
- group control with up to 8 lifts
- no additional group controller necessary (only CAN bus connection)
- Safety circuit for advanced door opening / re-levelling already included in standard delivery
- simple wiring
- only 1 travelling cable necessary (independent of number of floors)
- easy shaft wiring by CAN bus connection
- fast and simple set-up procedure
- well suitable for modernisation
- certified according to EN81-A3

## 2. Call processing

- either 1 push or 2 pushes collective control; up or down collecting; even several combinations within a lift possible
- flexible assignment of the car and landing calls to certain doors or lifts in a group
- group call processing optimised for minimum waiting time
- no calls lost in case of shutting down a lift in a group
- dynamic group management (always recalculated)
- many special settings for call processing like penthouse control, visitor control

## 3. Open lift controller

- no additional tool is required for maintenance and set-up of lift controller
- all documents are free available at the INTEC homepage ([www.intecgmbh.com](http://www.intecgmbh.com))
- no dependences from special parts or manufacturers
- spare parts available at fair prices

## 4. CANopen interface according to DSP-417

- connection between different components via CANopen Lift possible
- plug-and-play connection between lift controller and components from other manufacturers (drive controller, door controller, positioning encoder, load weighting devices, LCD displays, ...)
- keypad unit of peripheral components may be displayed and handled directly from the lift controller ("virtual terminal")



## 5. Door control

- different types of doors can be connected to lift controller
- frequency controlled doors (e.g. RCF-1, Flash, Fermator, Sematic, Siemens, ...)
- AC doors
- up to 3 car doors possible (even from different types)
- full selective door control
- flexible assignment of door open / door close push to the doors
- adjustable door open stay time, separately for each door and for car calls / landing calls
- control of electrically operated landing doors possible (connected via CAN bus; minimum wiring)

## 6. Drive

- for hydraulic and rope lifts
- different drive controllers possible (VVVF, voltage controlled), very flexible interface
- multi speed AC motors
- different hydraulic units (2, 3 or 4 valves, additional re-levelling valves)

- electronic controlled valves (e.g. Bucher, Giehl)
- star / delta starter, Softstarter, frequency control for hydraulic lifts

## 7. Positioning

- digital via incremental or absolute encoder as far as conventional switch positioning
- possible mechanical attachment of encoder to the car, machine room or pit
- use of motor encoder for positioning possible
- maximum travel height up to 500m
- Maximum lift speed up to 16 m/s
- Fully automatic adjustment of the braking distances
- easy flush adjustment using a diagnostic tool inside the cabin or with the COP pushes
- Short floors down to 10mm without any additional hardware possible
- safety circuit for advanced door opening or re-levelling without any shaft switch possible (just an absolute encoder)

## 8. Battery supply in case of power failure

- battery charging and battery supervision included in lift controller
- battery supply for emergency light, alarm bell and Intercom system
- evacuation trip by battery supply (to next floor or to main floor) possible

## 9. Car position display

- different level indicators with CAN-bus connection available (LCD, Dot matrix)
- use of third-party indicators with CAN-bus adapter board (binary, Gray code, 7-segment display, ...)
- simple setting of displayed level name by parameter

## 10. General control functions

- all controller inputs and outputs (also on the landings) are freely configurable and can therefore be adapted to each desired control function
- key switches, indicators etc. can thus be directly connected to the required location (e.g. directly to landing electronics) and then transmitted via CAN bus to the control box (no additional wiring)
- polarity of each input and output (N.C. / N.O.) can be set separately by parameter
- evacuation trip with automatic time delay or evacuation chain
- fire control according to EN-81 and many local requirements
- Special service with 3 different priorities
- Preferred landing calls (e.g. for emergency control in hospitals)
- Centralized fault indication; additional fault outputs for different fault states
- arrival arrows / moving arrows
- arrival gong in car or landings
- dynamic parking levels
- Software-coupling of different inputs with different outputs. This can subsequently be implemented without wiring switch functions (e.g. switching the shaft light from any floor or top of car)
- automatic test trips by chance while the lift may normally be used
- door block by software
- many other special functions included in standard lift controller software, all selectable by parameters
- easy adaptable to special customer requirements

## 11. Diagnosis / Service

- LCD and keypad unit fixed on top of main board for Diagnosis / Setup
- additional mobile handheld terminal (DSE) with same function like on-board LCD and keypad available (but not necessary)
- Handheld terminal may be connected in machine room or inside / on top of car as well as in landings
- multilingual capability of the handheld terminal (currently English, German, Dutch, Turkish, French, Russian), selectable by the user
- Error history of the last 100 errors with time stamp and many details for each error (actual position, state of in- and outputs, state of safety circuit, door state, ...)
- Error counter
- Password protection possible
- setting of car and landing calls with handheld terminal
- Travel and door movement with handheld terminal (for test purposes)
- easy hardware test of each input / output possible
- powerful automatic test functions for technical check (e.g. final limit switch test, overspeed test, brake test, uncontrolled movement, ...)
- Remote control via telephone line and Internet possible
- PC based monitoring system available
- Liftcontroller may send an SMS or Telefax in case of failure