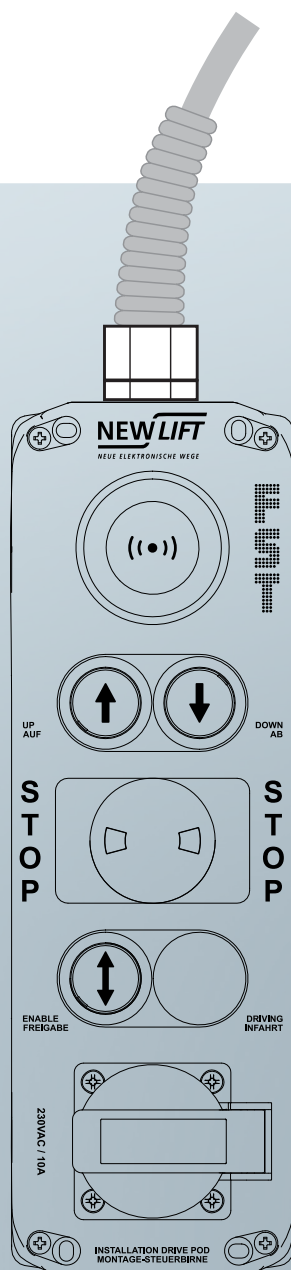


Installation drive pod V2



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1 General

The Installation Drive Pod MSB 2 allows the unfinished car platform to be used for installation work, using dead-man drive controls without requiring a trailing cable, a car top-box or an inspection control pod.

1.1 Abbreviations, characters and symbols used

Symbol / abbreviation	Meaning
MSB 2	Installation control pod
	Warning notice This symbol is located in front of safety-relevant information
	Information notice This symbol is located in front of relevant information.

1.2 Notation

Notation	Meaning
Bold	› Designations of switches and actuators › Input values
<i>Italics</i>	› Captions › Cross references › Designations of functions and signals › Product names
<i>Bold italics</i>	› Remarks
LCD font	› System messages of the controller

1.3 Further information

The following documents, among others, are available for the FST-2 controller and its components:

- › FST-2 Installation & Commissioning Manual
- › FST-2 manual
- › ADM manual
- › FPM manual
- › SAM manual
- › Fire recall manual

These and other current manuals can be found in the download area of our website at
<https://www.newlift.de/downloads-311.html>

1.4 How to contact us

If, after referring to this manual, you still require assistance, our service line is there for you:

Phone	+49 89 - 898 66 - 110
E-mail	service@newlift.de
Mon. - Thurs.:	8:00 a.m. - 12:00 p.m. and 1:00 p.m. - 5:00 p.m.
Fr:	8:00 a.m. - 3:00 p.m.

2 Safety

2.1 General safety regulations

The Installation Drive Pod must only be operated in perfect working condition in a proper manner, safely and in compliance with the manual, the valid accident prevention regulations and the guidelines of the local power company.



This manual is a supplement to the FST manual and the FST Installation and Commissioning manual whose safety guidelines must always be observed.

2.2 General

- › The instructions of the lift manufacturer and the instructions in this manual must be followed during installation and commissioning of the safety device.
- › The shaft must be secured against unauthorised trespassing during installation, commissioning, inspection and maintenance.
- › Assemblies, devices and cables must be installed and fastened securely and permanently.
- › Loads must be moved with suitable aids (lift trucks, hoisting gear etc.).
- › Sharp and pointed tools or other potentially dangerous objects may only be carried along in clothing if suitable protective measures have been taken to rule out any danger.
- › Alcohol and drugs must not be consumed before and during installation and commissioning.

2.3 Working in the shaft

- › Any work in the shaft requires perfect and permanent communication between the supervisor on the lift controller and the workers in the shaft.
- › Components in the shaft must be arranged or secured in such a way that persons accessing the shaft for inspection, maintenance or repair purposes are not in danger.
- › The maximum load of the lift system must not be exceeded.
- › The specified overruns of the emergency end switches in relation to the speed must be observed.
- › The emergency installations must not be activated during normal operation.
- › All emergency installations and braking systems must be checked for trouble-free operation and all shaft entrances closed off before beginning work.
- › Installation and operation are prohibited if other persons could be in danger.
- › Workers must be secured against falling.
- › In case of any work interruptions, the car must be moved to the lowest stop position, the control system switched off and the power supply (e.g. UPS) permanently disconnected.

2.4 Personal safety equipment of the installing engineer

- › Eye protection
- › Safety boots
- › Protective helmet
- › Safety harness
- › Clothing suitable to the ambient conditions of the installation location
- › Jewellery, watches and similar items may not be worn; a hair net must be used if applicable.

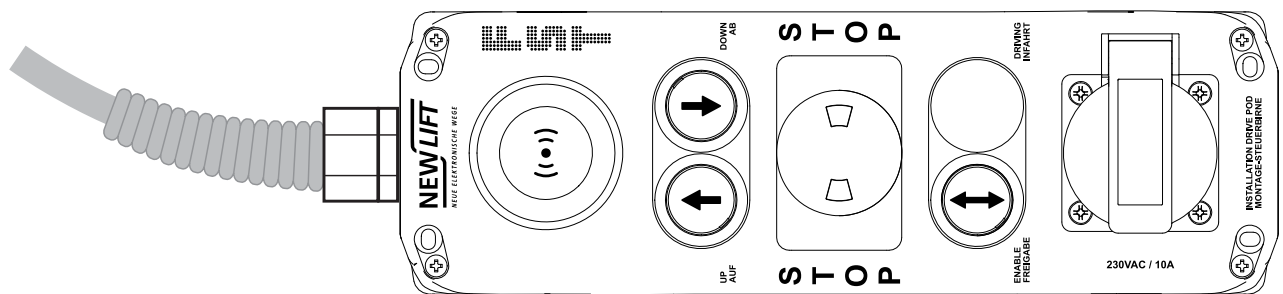
3 Montagesteuerbirne MSB 2

3.1 Construction and function

The Installation Drive Pod MSB 2 is supplied with a 30m long trailing-cable, pre-wired with the FST connectors X2, X14, X18, X19, X31, and X32.

The Installation Drive Pod MSB 2 has the following controls:

- › a red emergency stop button marked “Stop / Nothalt”
- › an audible alarm to warn when the emergency stop button is not activated
- › a white drive button marked “Up / Auf”
- › a black drive button marked “Down / Ab”
- › an blue enable button marked “Enable / Freigabe
- › a yellow control lamp marked “Driving / In Fahrt”
- › a mains socket rated 10A/230V, IP54



Installation drive pod

The MSB 2 allows the lift engineer to drive a platform lift in dead-man using dead-man controls, without requiring the lift's trailing-cable, car top-box or inspection control pod. All necessary safety circuit bridges to allow dead-man operation are handled by the MSB 2!

3.2 Connecting the MSB 2

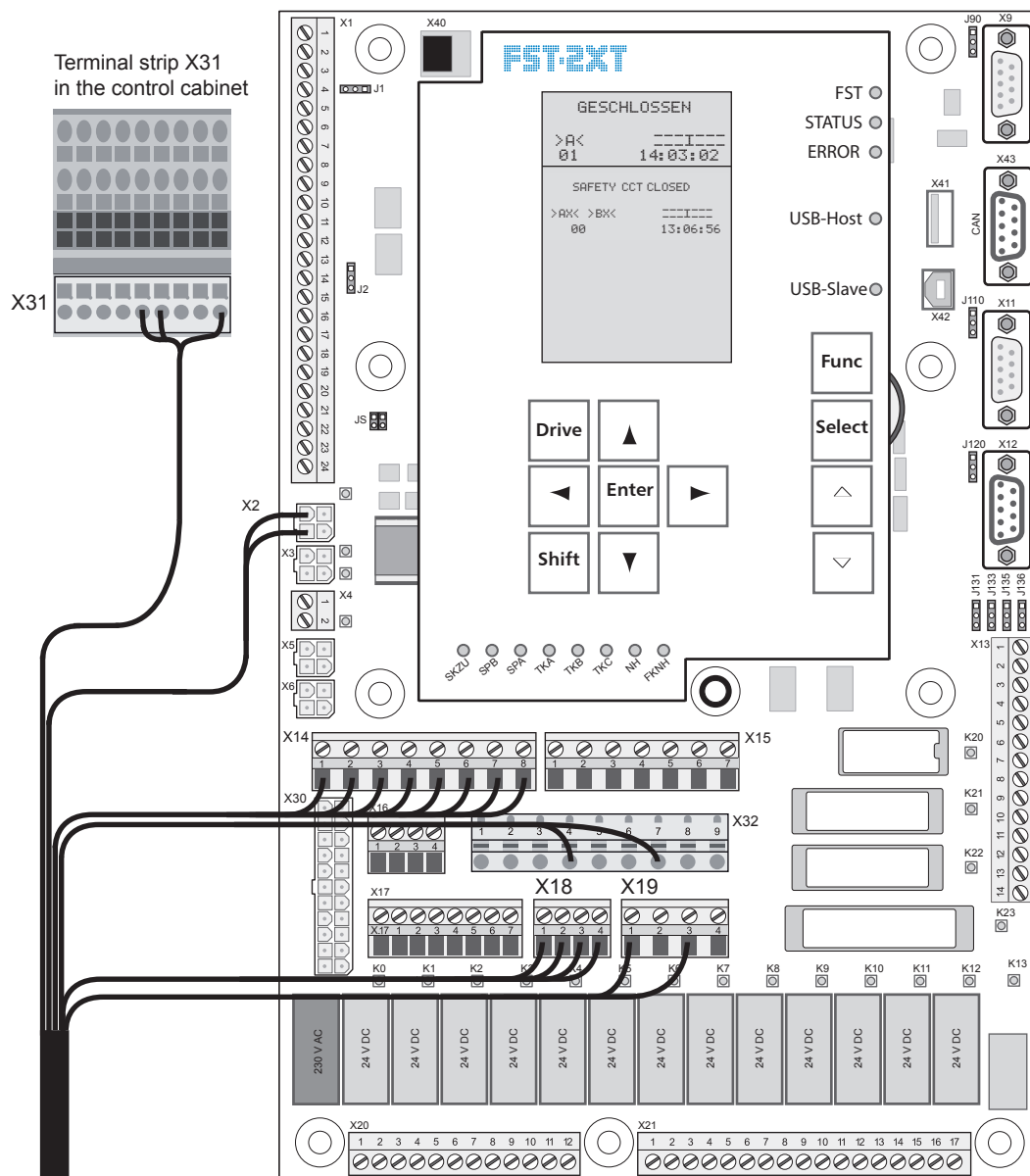
Plug the connectors X2, X14, X18, X19 and X32 from the MSB 2 trailing-cable into the respective sockets on the FST-2 and X31 into the terminal block in the control cabinet, as shown in figure.



Ensure that the MSB's 2 trailing cable is adequately supported with strain relief mountings in the shaft. The trailing-cable must not, under any circumstances, be allowed to become trapped, squashed or damaged by the platform.



Isolate power completely to the installation before making any wiring changes to the Installation Drive Pod MSB 2.



Connecting the MSB 2

3.3 Using the MSB 2



The red „Stop / Not-Halt“ emergency stop button opens the safety circuit and must be activated following every drive! The audible alarm will sound when the emergency stop button is not activated!

If the emergency stop button is not activated, the platform is not protected against uncontrolled movement due to an electrical or operating error!

Before beginning every work shift, test the emergency stop button „Stop / Not-Halt“ to ensure faultless operation. The following tests are necessary:

- › After activating the „Stop / Not-Halt“ emergency stop button, „EMERGENCY STOP“ should be displayed in FST-2's LCD Line-A.
- › After activating the „Stop / Not-Halt“ emergency stop button, it should not be possible to drive the platform using the „Up /Auf“ or „Down /Ab“ buttons.
- › Activating the „Stop / Not-Halt“ emergency stop button during a drive, should bring the platform to an immediate stop, without discernible controlled deceleration.
- › When the emergency stop button is not activated, the audible alarm should sound.



If the audible alarm does is not heard, or any other function of the „Stop / Not-Halt“ emergency stop button does not function exactly as described above, the Installation Drive Pod MSB 2 may not be used!

Required conditions before making the first drive

- › the Installation Drive Pod MSB 2 is connected electrically
- › the drive system is operating correctly
- › the FST-2 is operating in Installation Mode (CONFIGURATION /INSTALLATION /INSTALLATION MODE = ON)
- › the operation of the „Stop / Not-Halt“ emergency stop button has been tested

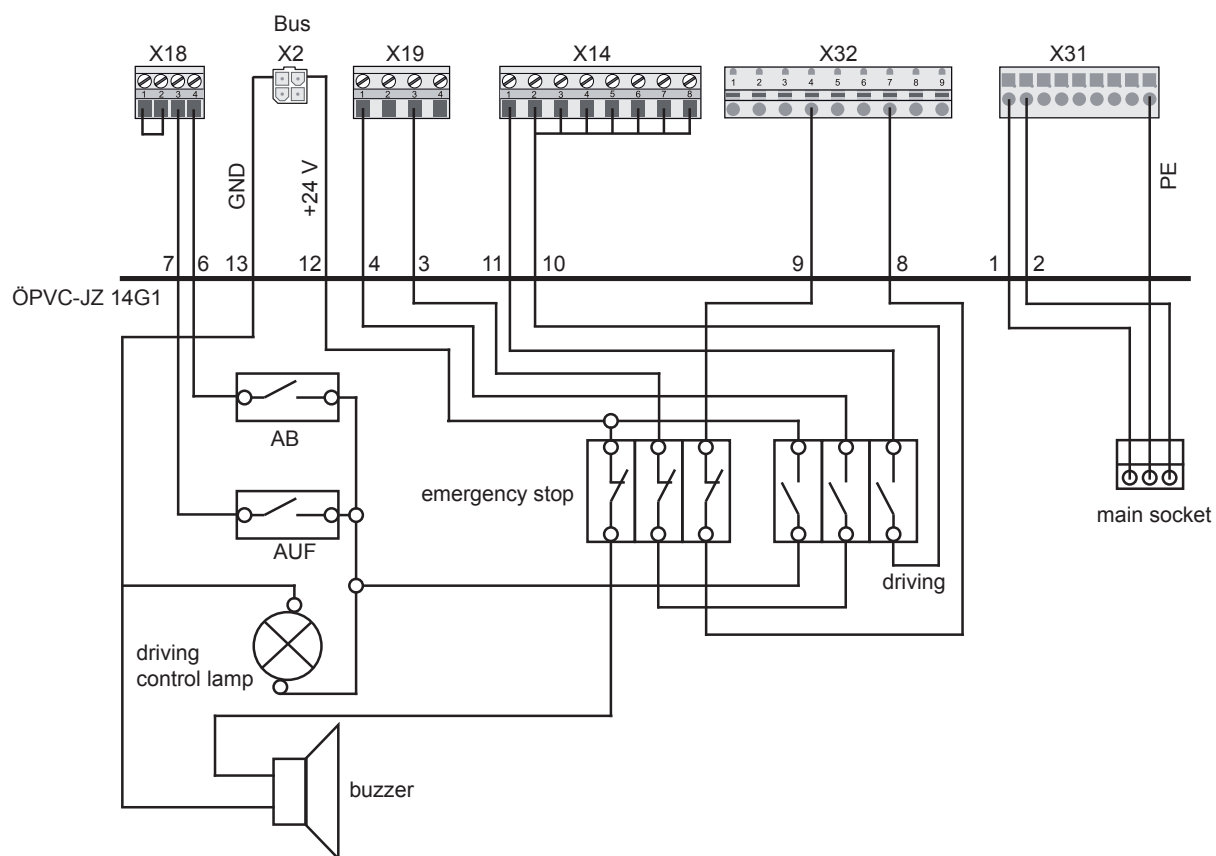
Required conditions before every drive

- › make sure that no persons are present in the shaft that might be endangered by the driving of the platform!
- › test the functioning of the „Stop / Not-Halt“ emergency stop button
- › before stepping onto the platform, make sure that the drive direction and drive speed are correct:
 - »when driving upwards, the platform must drive in a upwards direction
 - »when driving downwards, the platform must drive in a downwards direction
 - »the drive speed of the platform must not exceed 0.6m/s in both directions!

Driving in an upwards or downwards direction

- › deactivate the „Stop / Not-Halt“ emergency stop button by pulling out
 - ↳ the audible alarm turns on
- › press the „Up /Auf“ or „Down /Ab“ drive button together with the „Enable, Freigabe“ button
 - ↳ the platform starts to move and the „Driving / in Fahrt“ control lamp illuminates
- › end the drive by releasing both buttons and activate the „Stop / Not-Halt“ emergency stop button immediately.
 - ↳ the audible alarm turns off

3.4 Circuit Diagram



MSB 2 circuit diagramm

NOTES

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