



Spring  
1997

## Position Indicators on Stair-Lift Call Stations

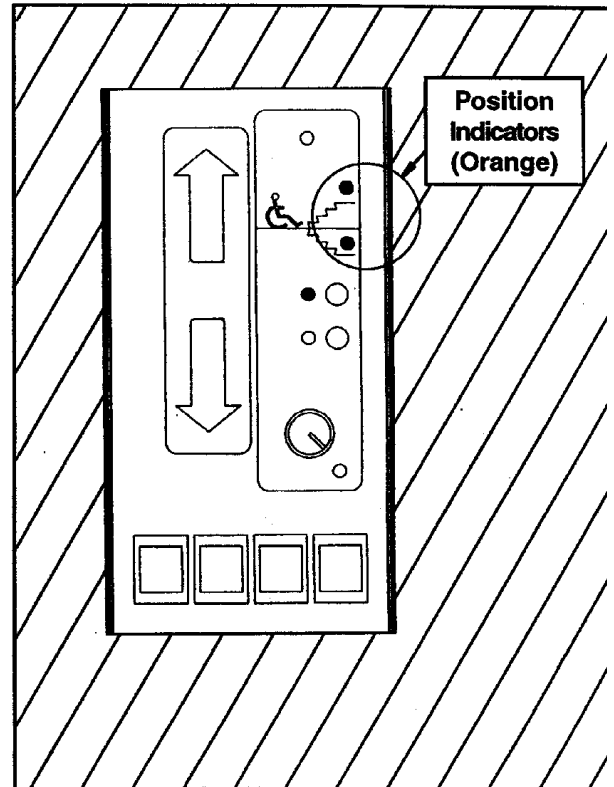
Many technicians have been experiencing confusion about Stair-Lift Call Station lift position indicators. Some of you are not sure what the indicators mean and how they receive their information. The call station's orange position indicators can help you trouble-shoot a lift problem. There are two things you must remember when looking at these indicators:

- 1) Indicators display the landing at which the lift last stopped, **until** it reaches another station.
- 2) An indication is given only if the lift is above or below you. If the conveyance is stopped at the station you are looking at, that station will **not** show the position of the conveyance.

### GSL-1/3 Position Indicators

These indicators can help you identify a problem with the landing sensor system. The landing code sensor on the back of the upper carriage reads the position and arrangement of magnets on the blocks at each landing. It then translates this reading into information about where the lift is. An incorrect position indication means:

- 1) There is a problem with the magnet block at that landing
- 2) The sensor on the upper carriage has failed
- 3) The station is mounted at the wrong landing



Stair-Lift Call Station

### GSL-2 Position Indicators

GSL-2 position indicators receive their information from the two limit switches located on the upper carriage. This is an easier system to troubleshoot, as there are only two possible problem areas: the upper landing, or the lower landing.

Additional information on position indicators can be found in your service manual or trouble-shooting handbooks.

*Continued on page 2*



**Your comments and questions  
are welcome.**

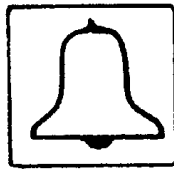
Please fax them to the Garaventa  
Customer Service Department at  
(604) 594-9915

Attn: Des Mullin



## Attendant Call (Assist Alarm) Option

This option allows Stair-Lift passengers to summon assistance from a call station by pushing a button marked:



Garaventa configures all of the station wiring for this option. At the time of installation, you attach the external alarm through terminals 1 and 2 on the 14 pin plug of the Drive PCB.

Note that these are **dry terminals**, without power connected. Depending on the alarm voltage, the building power can be wired through these terminals, or 24V DC can be used in the drive power system to activate a 24V DC alarm. This arrangement is shown in the diagram on the right.

