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SKY-342

EMERGENCY RESCUE UNIT TECHNICAL DRAWING



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Sky-342

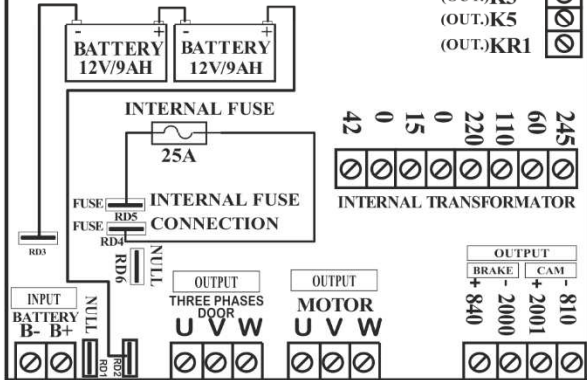
Lift Emergency Rescue Unit

220/380V 7,5 KW

BATT. I. M. CHAR.
53.0V 00 00 54.0

ENTER UP ESCAPE

LEFT DOWN RIGHT



INTERNAL TWO BATTERY CONNECTIONS

INPUT	R	0
INPUT	S	0
INPUT	T	0
INPUT	MP	0
INPUT	817	0
INPUT	818	0
INPUT	141	0
INPUT	142	0
INPUT	869	0
(OUT.)	100K	0
(INP.)	100P	0
(OUT.)	GND	0
(OUT.)	110K	0
(INP.)	110P	0
(OUT.)	KN	0
(OUT.)	KFK	0
(INP.)	KFP	0
(OUT.)	140K	0
(INP.)	140P	0
(OUT.)	K15K	0
(INP.)	K15P	0
(OUT.)	K3	0
(OUT.)	K5	0
(OUT.)	KR1	0



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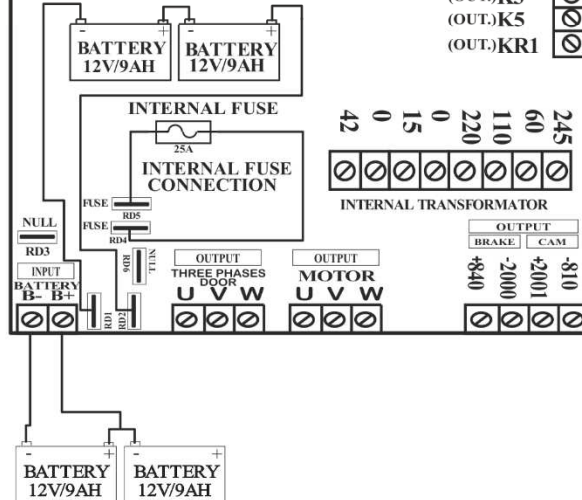
Lift Emergency Rescue Unit

380V 11 KW

BATT. I. M. CHAR.
53.0V 00 00 54.0

ENTER UP ESCAPE

LEFT DOWN RIGHT



INTERNAL TWO AND EXTERNAL TWO BATTERY CONNECTIONS

INPUT	R	0
INPUT	S	0
INPUT	T	0
INPUT	MP	0
INPUT	817	0
INPUT	818	0
INPUT	141	0
INPUT	142	0
INPUT	869	0
(OUT.)	100K	0
(INP.)	100P	0
(OUT.)	GND	0
(OUT.)	110K	0
(INP.)	110P	0
(OUT.)	KN	0
(OUT.)	KFK	0
(INP.)	KFP	0
(OUT.)	140K	0
(INP.)	140P	0
(OUT.)	K15K	0
(INP.)	K15P	0
(OUT.)	K3	0
(OUT.)	K5	0
(OUT.)	KR1	0



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Lift Emergency Rescue Unit

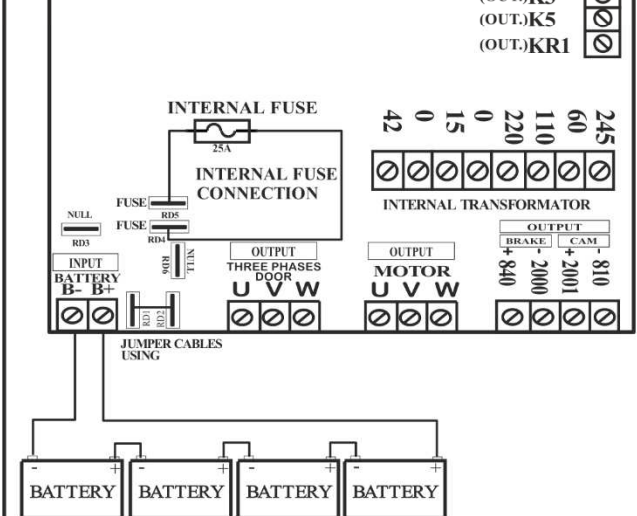
NORMAL RESCUE 380V 15 KW

UPS SYSTEM 1.500W 7,5 KW

BATT. I. M. CHAR.
53.0V 00 00 54.0

ENTER UP ESCAPE

LEFT DOWN RIGHT



EXTERNAL FOUR BATTERY CONNECTION
YOU CAN CONNECT 5 BATTERY WITH UPS MODE

INPUT	R	0
INPUT	S	0
INPUT	T	0
INPUT	MP	0
INPUT	817	0
INPUT	818	0
INPUT	141	0
INPUT	142	0
INPUT	869	0
(OUT.)	100K	0
(INP.)	100P	0
(OUT.)	GND	0
(OUT.)	110K	0
(INP.)	110P	0
(OUT.)	KN	0
(OUT.)	KFK	0
(INP.)	KFP	0
(OUT.)	140K	0
(INP.)	140P	0
(OUT.)	K15K	0
(INP.)	K15P	0
(OUT.)	K3	0
(OUT.)	K5	0
(OUT.)	KR1	0

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Size	Number	Revision
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Date	31-Mar-2016	Sheet of
File	D:\Bosac\Shams.dwg	Drawn by:

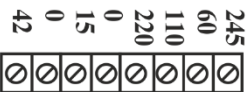
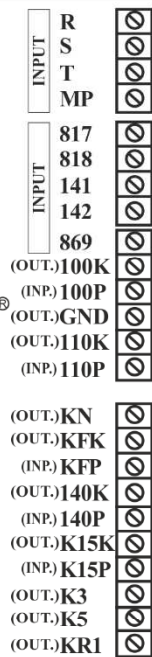
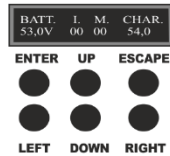


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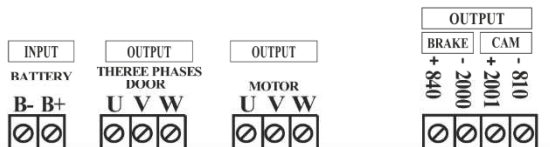
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Lift Emergency Rescue Unit



INTERNAL TRANSFORMATOR



- R R PHASE (AFTER THERMIC)
- S S PHASE (AFTER THERMIC)
- T T PHASE (AFTER THERMIC)
- MP MAIN SYSTEM NEUTRAL
- 817 817 CONNECTS DIRECTLY(MUST BE SELECTED FROM PARAMETERS)
- 818 818 CONNECTS DIRECTLY(MUST BE SELECTED FROM PARAMETERS)
- 141 141 CONNECTS DIRECTLY(MUST BE SELECTED FROM PARAMETERS)
- 142 142 CONNECTS DIRECTLY
- 869 869 CONNECTS DIRECTLY(MUST BE SELECTED FROM PARAMETERS)
- 100P FROM CONTROL PANEL 100 LINE
- 100K TO MAGNETIC SHALTER 100 LINE
- 110.K SHAFT 110(START OF PANEL SECURITY CIRCUIT FROM RESCUE UNIT TO PANEL)
- 110.P PANEL 110(START OF PANEL SECURITY CIRCUIT FROM PANEL TO RESCUE UNIT)
- K.N RESCUE(DOOR) NEUTRAL
- KFK DOOR PHASE OUTPUT (AUTOMATIC DOOR POWER SUPPLY)
- KFP DOOR PHASE PANEL INPUT (PHASE FROM PANEL TO AUTOMATIC DOOR SUPPLY)
- 140.K SHAFT 140(THE SIGNAL COMING FROM THE SHAFT IS FROM RESCUE UNIT TO PANEL)
- 140.P PANEL 140(THE SIGNAL COMING FROM THE SHAFT IS FROM SHAFT TO RESCUE UNIT)
- K15K FROM SHAFT K15(LOOK AT DOOR SCHEMATIC DETAILED EXPLANATION)
- K15P TO PANEL K15 (LOOK AT DOOR SCHEMATIC DETAILED EXPLANATION)
- K 3 AUTO DOOR OPEN CONNECTS DIRECTLY
- K 5 AUTO DOOR CLOSE CONNECTS DIRECTLY
- KR 1 AUTO DOOR RELAY'S COIL
- 810- PUMP(CAM) -
- 2001+ PUMP (CAM)+
- 840+ BRAKE +
- 2000- BRAKE -
- U V W (MOTOR) TO ENGINE FAST POINTS
- U V W THEREE PHASES DOOR OUTPUT
- B+ BATTERY POSITIVE POINT
- B- BATTERY NEGATIVE POINT

OUTPUT TERMINALS AND THE MEANINGS OF THE ABBREVIATIONS

Title		
Size	Number	Revision
C		
Date	31-Mar-2016	Sheet of
File	D:\FRAY\Rescue Scheme.dbb	Drawn by:



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53.0V 00 00 54.0

ENTER UP ESCAPE
LEFT DOWN RIGHT

- INPUT R
- INPUT S
- INPUT T
- INPUT MP
- 817
- 818
- 141
- 142
- 869
- (OUT.)100K
- (INP.)100P
- (OUT.)GND
- (OUT.)110K
- (INP.)110P
- (OUT.)KN
- (OUT.)KFK
- (INP.)KFP
- (OUT.)140K
- (INP.)140P
- (OUT.)K15K
- (INP.)K15P
- (OUT.)K3
- (OUT.)K5
- (OUT.)KR1

- INTERNAL TRANSFORMATOR
- 245
 - 60
 - 110
 - 220
 - 0
 - 15
 - 0
 - 42

- | INPUT | OUTPUT | OUTPUT | OUTPUT |
|---------|--------------------|--------|-----------|
| BATTERY | THEREE PHASES DOOR | MOTOR | BRAKE CAM |
| B- B+ | U V W | U V W | + 810 |
| | | | + 2001 |
| | | | + 940 |



LIFT CONTROL PANEL

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- FAST SPEED
- R
- S
- T
- MP
- 810
- 2001
- 840
- K5
- K3
- K15
- 140
- 110
- 817
- 818
- 141
- 142
- 869
- 100
- U
- V
- W

THERMIC

IF FLOOR DOES NOT STOP
1N4001

RESCUE UNIT PANEL STANDART CONNECTION

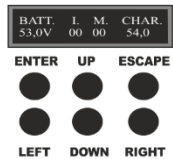
- CAM
- BRAKE
- MOTOR HIGH SPEED
- R
- S
- T
- MP
- MAIN SUPPLY

Title		
Size	Number	Revision
C		
Date	28-August-2019	Sheet of
File	Dr.	Drawn by:

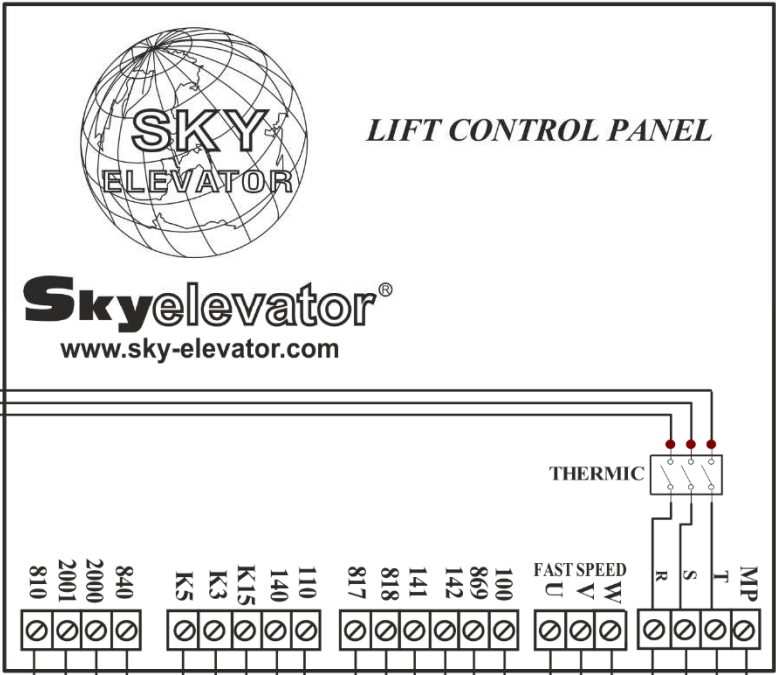
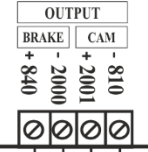
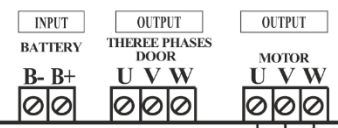


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- INPUT R
- INPUT S
- INPUT T
- INPUT MP
- 817
- 818
- 141
- 142
- 869
- (OUT.) 100K
- (INP.) 100P
- (OUT.) GND
- (OUT.) 110K
- (INP.) 110P
- (OUT.) KN
- (OUT.) KFK
- (INP.) KFP
- (OUT.) 140K
- (INP.) 140P
- (OUT.) K15K
- (INP.) K15P
- (OUT.) K3
- (OUT.) K5
- (OUT.) KR1



MAGNETIC SHALTER IN SHAFT

110 SHAFT

AUTOMATIC DOOR

POWER SUPPLY

(220V DOOR PHASE FROM CONTROL PANEL)

LOCK

DOOR K15

RESCUE UNIT FULL CONNECTION

CAM

BRAKE

MOTOR HIGH SPEED

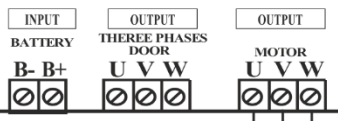
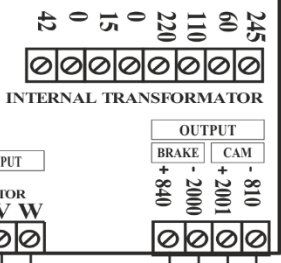
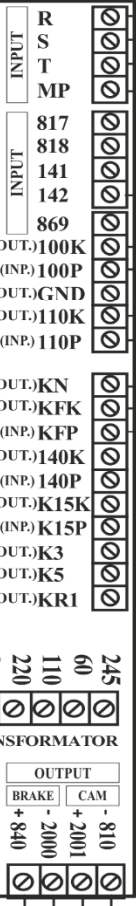
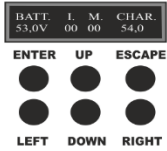
R S T MP

MAIN SUPPLY

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Size	Number	Revision
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Date:	31 May 2016	Start of
File:	D:\ELEVATOR\Rescue Schemes.dwg	Drawn By:

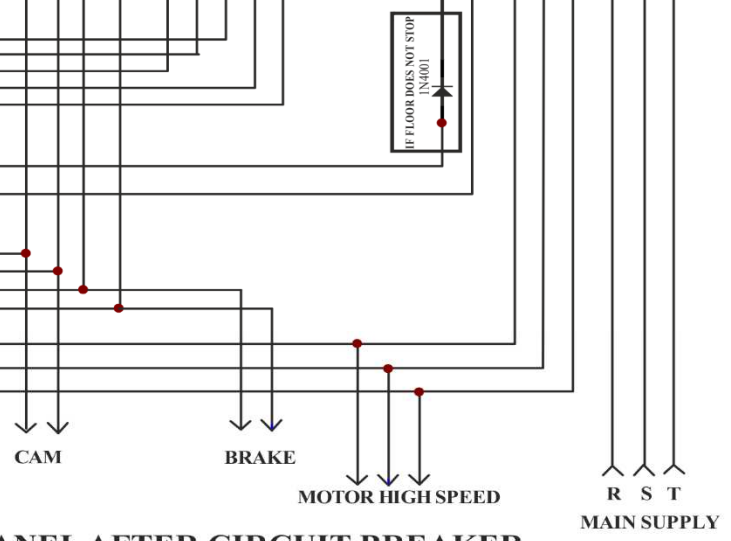
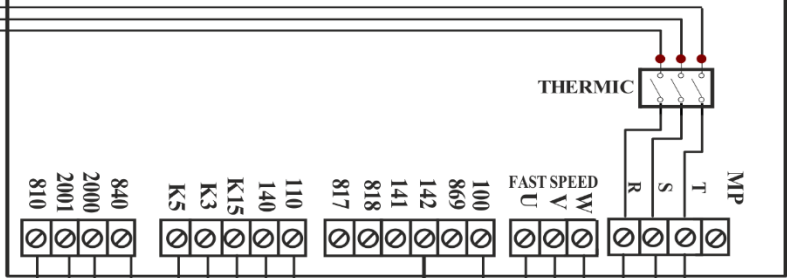


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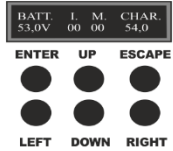
NOTE:
YOU SHOULD CONNECT KFP LINE FROM S OR T PHASE IN CONTROL PANEL AFTER CIRCUIT BREAKER

R.S.T 110V FOR BATTERY CHARGE WITHOUT NEUTRAL RESCUE UNIT PANEL STAND. CONNECTION

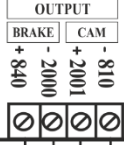
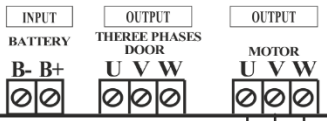
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Date:	28AUG-2019	Sheet of
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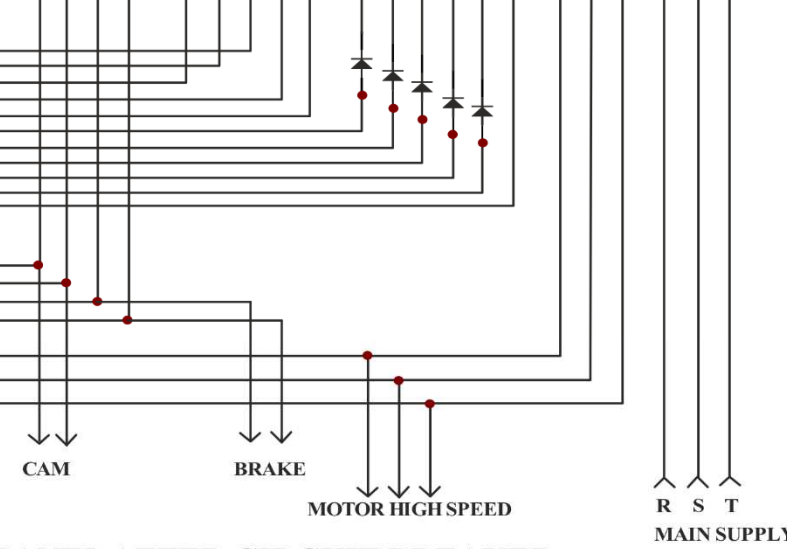
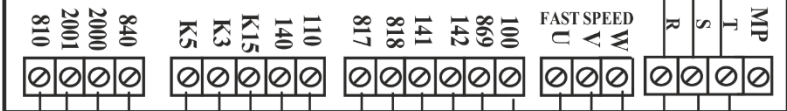


- INPUT R
- INPUT S
- INPUT T
- INPUT MP
- 817
- 818
- 141
- 142
- 869
- (OUT.)100K → MAGNETIC SHALTER IN SHAFT
- (IN.)100P
- (OUT.)GND
- (OUT.)110K
- (IN.)110P
- (OUT.)KN → AUTOMATIC DOOR POWER SUPPLY
- (OUT.)KFK
- (IN.)KFP ← (/S/ OR /T/ DOOR PHASE FROM CONTROL PANEL)
- (OUT.)140K → LOCK
- (IN.)140P
- (OUT.)K15K → DOOR K15
- (IN.)K15P
- (OUT.)K3
- (OUT.)K5
- (OUT.)KRI



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NOTE:
YOU SHOULD CONNECT KFP LINE FROM S OR T PHASE IN CONTROL PANEL AFTER CIRCUIT BREAKER

R.S.T 110V FOR BATTERY CHARGE WITHOUT NEUTRAL RESCUE UNIT PANEL FULL CONNECTION

Title		
Size	Number	Revision
C		
Date	31-Mar-2016	Sheet of
File	D:\ERAY\Rescue Schemes.dfb	Drawn by:



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BATT.	L	M.	CHAR.
53.0V	00	00	54.0

ENTER UP ESCAPE
LEFT DOWN RIGHT

- R INPUT
- S INPUT
- T INPUT
- MP INPUT
- 817 INPUT
- 818 INPUT
- 141 INPUT
- 142 INPUT
- 869 INPUT
- (OUT) 100K
- (IN) 100P
- (OUT) GND
- (OUT) 110K
- (IN) 110P
- (OUT) KN
- (OUT) KFK
- (IN) KFP
- (OUT) 140K
- (IN) 140P
- (OUT) K15K
- (IN) K15P
- (OUT) K3
- (OUT) K5
- (OUT) KR1

245	60	110	220	0	15	0	42
-----	----	-----	-----	---	----	---	----

INTERNAL TRANSFORMATOR

INPUT	OUTPUT	OUTPUT	OUTPUT	
BATTERY	THREE PHASES DOOR	MOTOR	BRAKE	CAM
B- B+	U V W	U V W	+ 840	+ 2001
				810

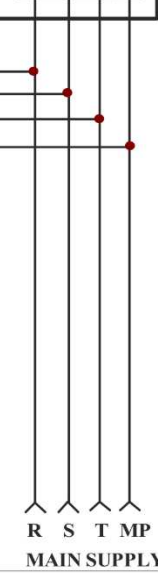
→ AUTOMATIC DOOR
→ POWER SUPPLY
← (220V DOOR PHASE FROM CONTROL PANEL)



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- MP
- T
- S
- R



IF USING A UPS
NOTE: SET THE NO (WORKING TYPE) PARAMETER (UPS ACTIVE) AS 1

Title		
Size	Number	Revision
C		
Dwg	31-Mar-2016	Sheet of
File	D:\FRAY\Rescue\Schemas.dwg	Dwgn Bc



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Lift Emergency Rescue Unit

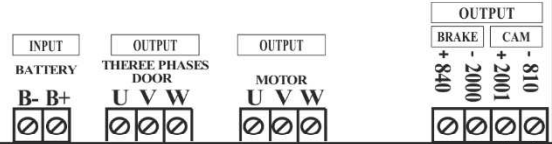
BATT. I. M. CHARG. 53.0V 00 00 54.0

ENTER UP ESCAPE

LEFT DOWN RIGHT

- INPUT R
- INPUT S
- INPUT T
- INPUT MP
- 817
- 818
- 141
- 142
- 869
- (OUT.)100K
- (INP.)100P
- (OUT.)GND
- (OUT.)110K
- (INP.)110P
- (OUT.)KN
- (OUT.)KFK
- (INP.)KFP
- (OUT.)140K
- (INP.)140P
- (OUT.)K15K
- (INP.)K15P
- (OUT.)K3
- (OUT.)K5
- (OUT.)KR1

- 245
 - 60
 - 110
 - 220
 - 0
 - 15
 - 0
 - 42
- INTERNAL TRANSFORMATOR



CONNECT DOOR TO WORKING FROM PUMP

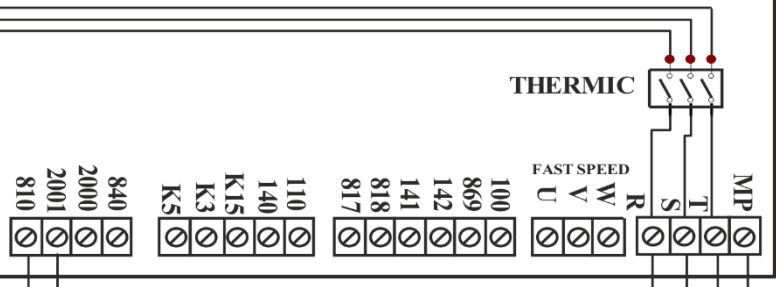
CAM



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R S T MP
MAIN SUPPLY

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Size	Number	Revision
C	15M-3016	Sheet of
Date	D:\GRAV\Rescue Schemes.dwg	Drawn by



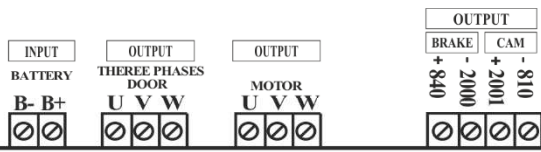
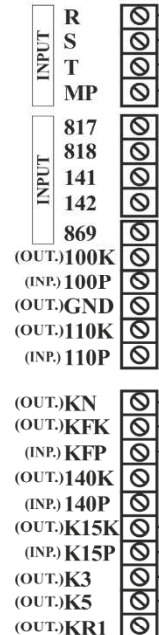
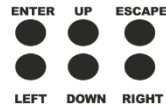
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53.0V 00 00 54.0

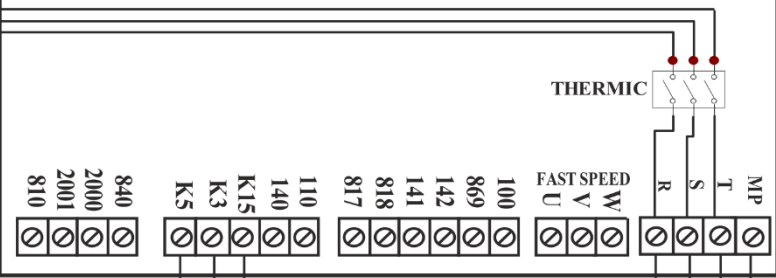


FERMATOR AUTOMATIC DOOR CONNECTION

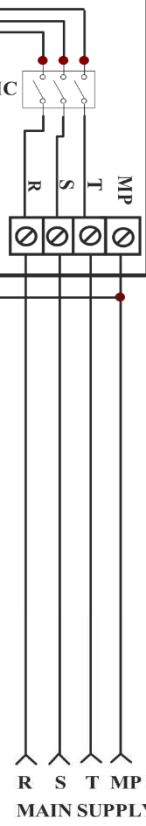
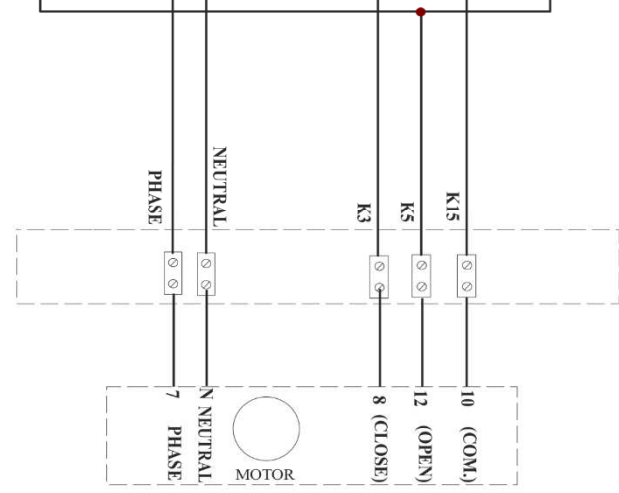


LIFT CONTROL PANEL

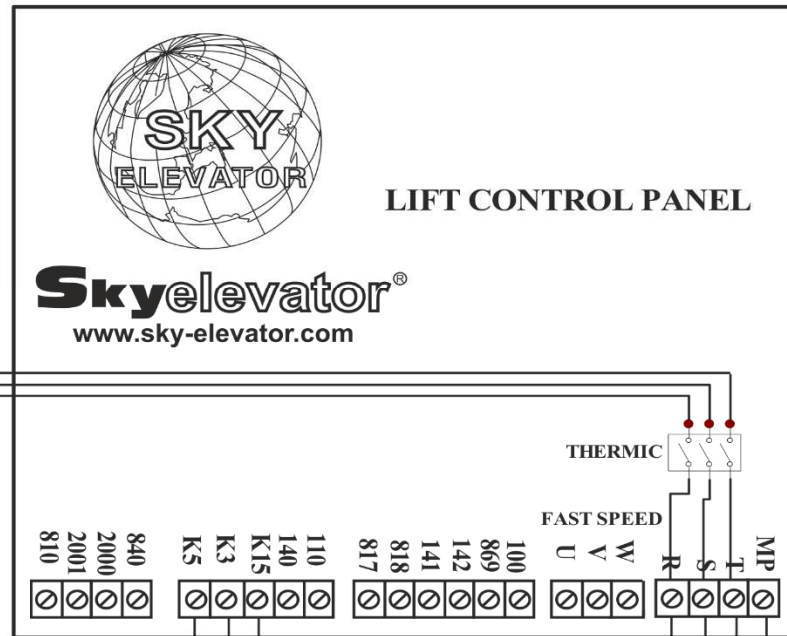
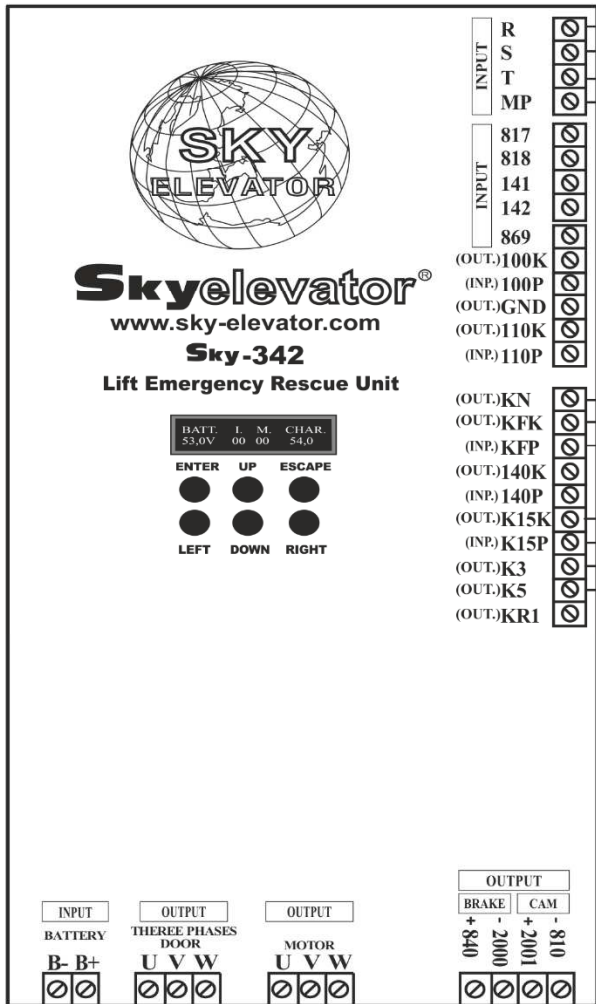
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(220V DOOR PHASE FROM CONTROL PANEL)

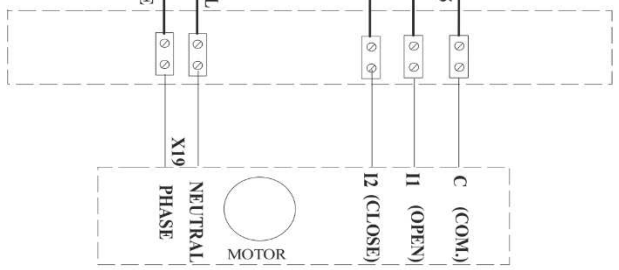


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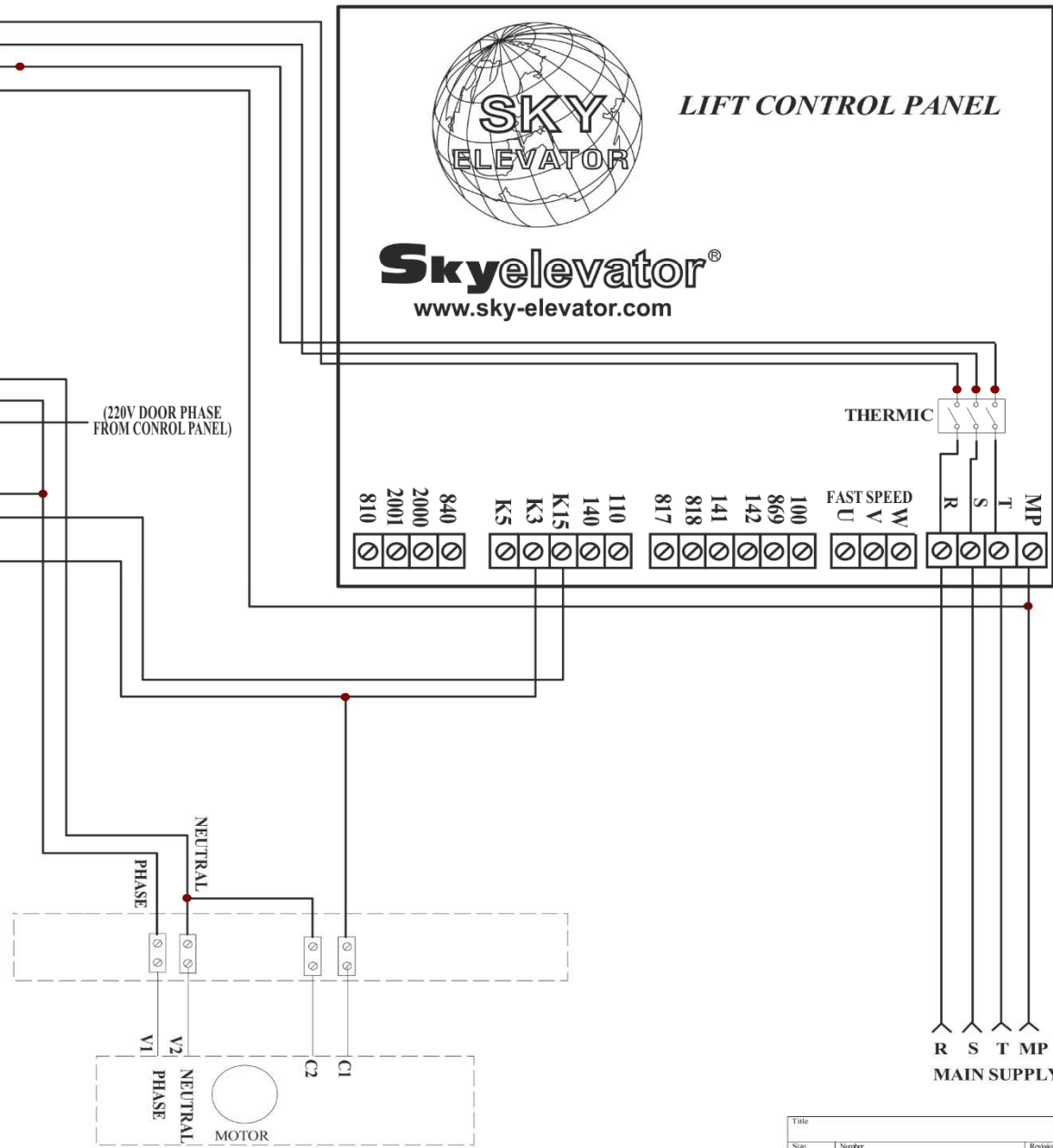
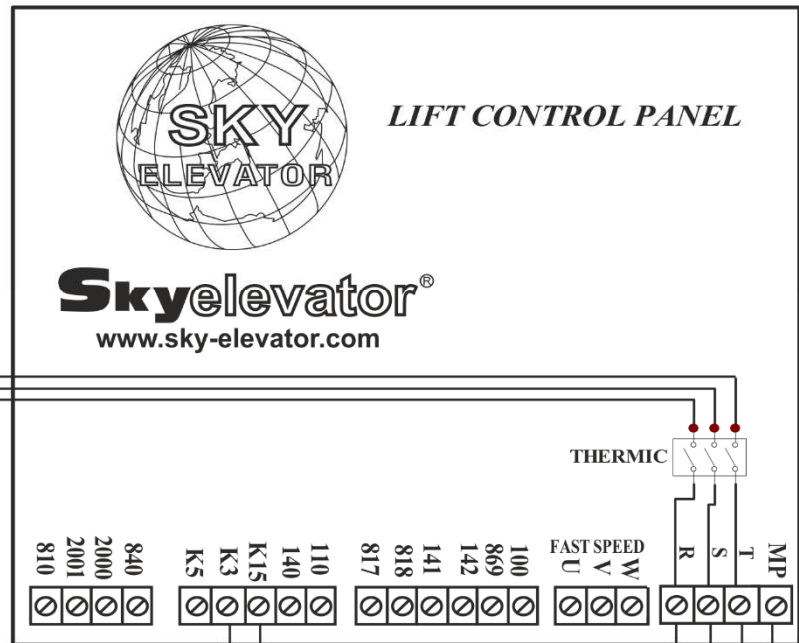
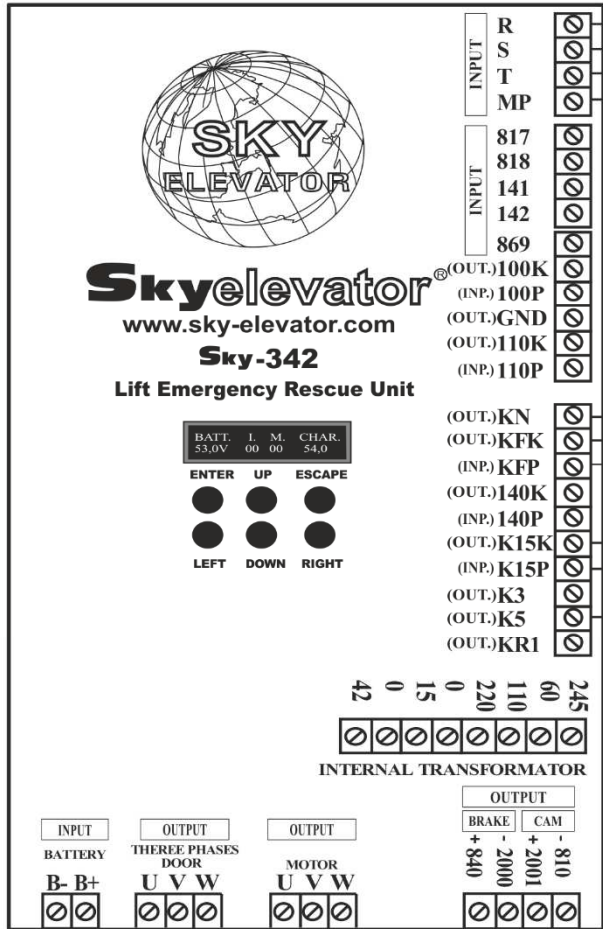
(220V DOOR PHASE FROM CONTROL PANEL)

WITUR AUTOMATIC DOOR CONNECTION



R S T MP
MAIN SUPPLY

Title		
Size	Number	Revision
C		
Date	31-Mar-2016	Sheet of
File	D:\IP\3V\Rescue_Schematic.dxf	Drawn By



MCPUARSA AUTOMATIC DOOR CONNECTION

Title		
Size: C	Number:	Revision:
Date: 31-Mar-2016	Sheet: 4 of 4	Drawn By:
File: D:\B\AV\Rescue Schemes.dwg		



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BATT.	I.	M.	CHAR.
53.0V	00	00	54.0

ENTER UP ESCAPE

LEFT DOWN RIGHT

- | | | |
|--------|------|------------|
| INPUT | R | 817 |
| INPUT | S | 818 |
| INPUT | T | 141 |
| INPUT | MP | 142 |
| (OUT.) | 100K | 869 |
| (INP.) | 100P | (OUT.)100K |
| (OUT.) | GND | (INP.)100P |
| (OUT.) | 110K | (OUT.)KN |
| (INP.) | 110P | (OUT.)KFK |
| (OUT.) | KN | (INP.)KFP |
| (OUT.) | KFK | (OUT.)140K |
| (INP.) | KFP | (INP.)140P |
| (OUT.) | 140K | (OUT.)K15K |
| (INP.) | 140P | (INP.)K15P |
| (OUT.) | K15K | (OUT.)K3 |
| (INP.) | K15P | (OUT.)K5 |
| (OUT.) | K3 | (OUT.)KR1 |
| (OUT.) | K5 | |
| (OUT.) | KR1 | |

245
60
110
220
0
15
0
42

INTERNAL TRANSFORMATOR

INPUT	OUTPUT	OUTPUT
BATTERY	THREE PHASES DOOR	MOTOR
B- B+	U V W	U V W

OUTPUT	BRAKE	CAM
+ 810	+ 2001	
+ 840	+ 2000	



LIFT CONTROL PANEL

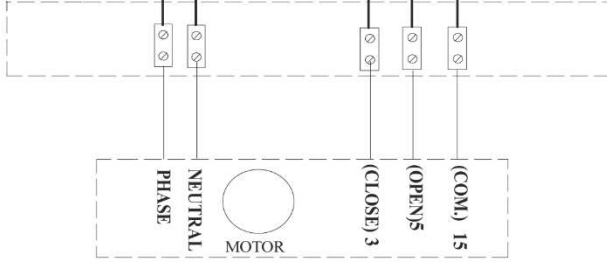
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- | | | | | | | | | | | | | | | | | | | | | | | |
|-----|------|------|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------------|---|---|---|---|---|---|----|
| 840 | 2000 | 2001 | 810 | K5 | K3 | K15 | 110 | 140 | 817 | 818 | 141 | 142 | 869 | 100 | FAST SPEED | U | V | W | R | S | T | MP |
|-----|------|------|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------------|---|---|---|---|---|---|----|

THERMIC

(220V DOOR PHASE FROM CONTROL PANEL)

SEMATIC AUTOMATIC DOOR CONNECTION

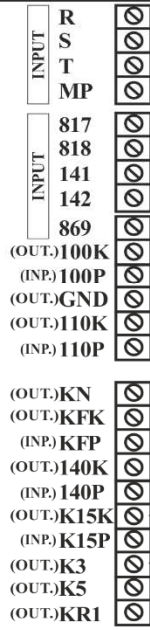
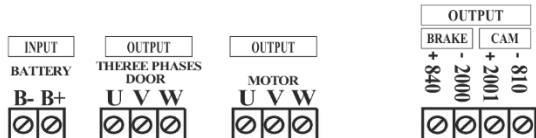
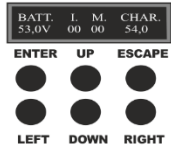


R S T MP
MAIN SUPPLY

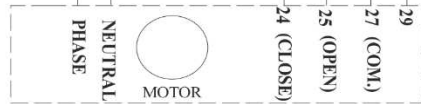
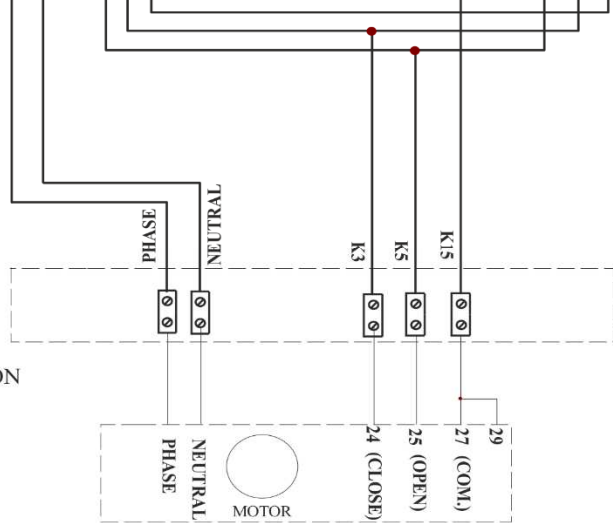
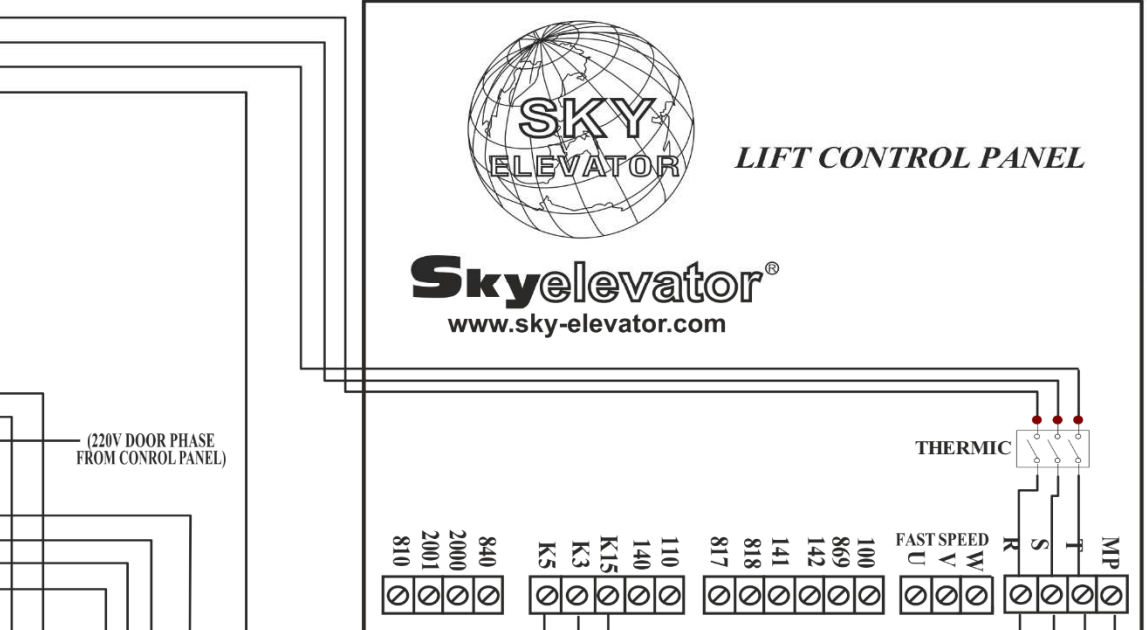
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Size	Number	Revision
C		
Date	21-May-2016	Sheet of
File	D:\SKY\Escue\Schems.dbb	Drawn By



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Lift Emergency Rescue Unit

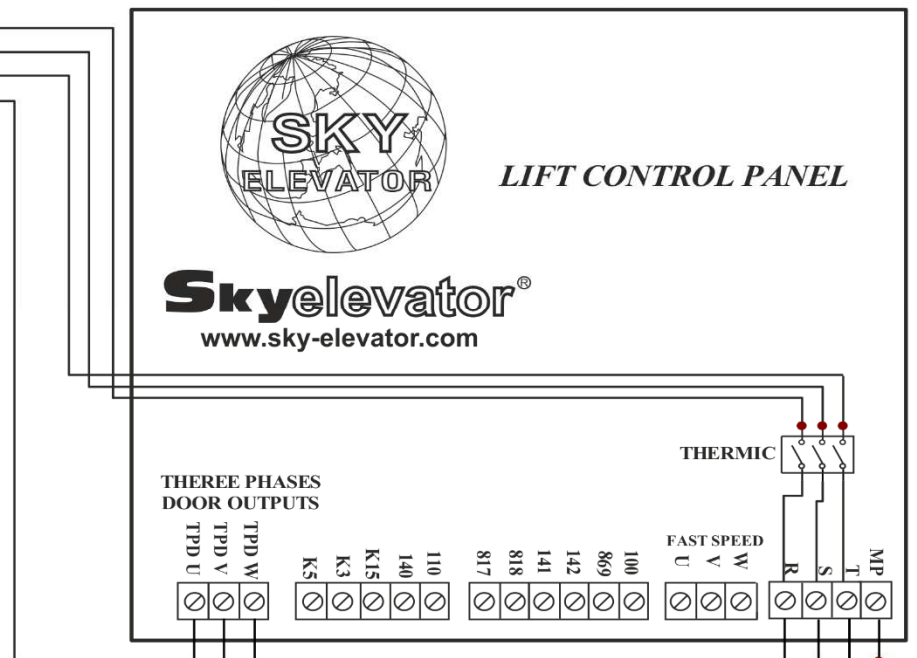
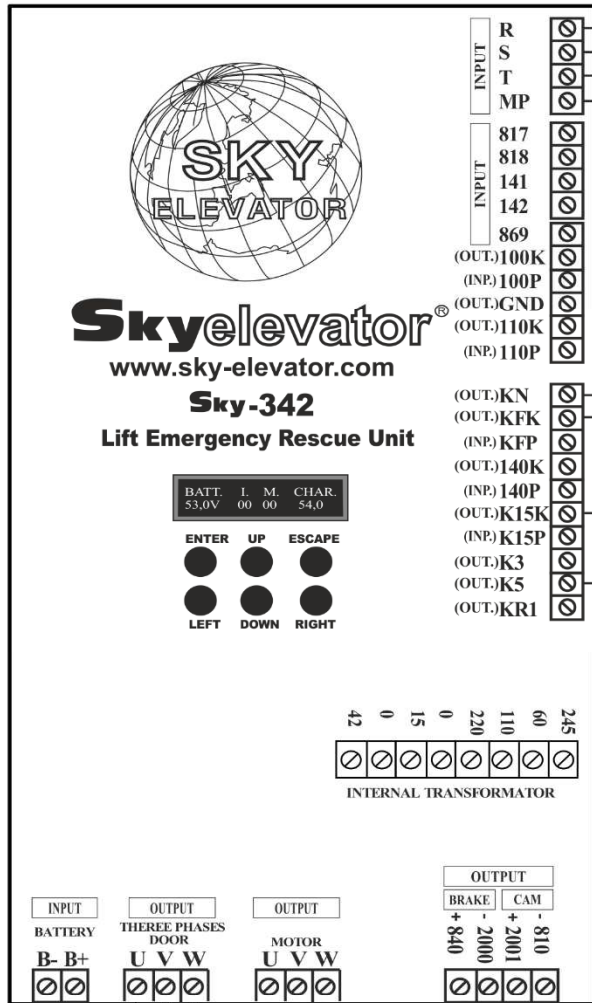


(220V DOOR PHASE FROM CONTROL PANEL)



SIEMENS AT18 AND AT 25 AUTOMATIC DOOR CONNECTION

Title		
No.	Number	Revision
C		
Date:	31-May-2016	Sheet of
File:	FD-ERAY-Rescue-Schemas.dwg	Drawn By:



THREE PHASES DOOR CONNECTION

TRANSFORMERS SPECIFICATION,
0-30 VOLT INPUT
230 VOLT OUTPUT
50 HERTZ
30 WATT

THREE PHASE DOOR

R S T MP
MAIN SUPPLY

Title			THREE PHASE DOOR CONNECTION		
Size	Number	Revision			
C					
Date	6-Jun-2016	Sheet	of		
File		Drawn	By		



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