

## MCE TECHNICAL BULLETIN

### ➤ Action Required ◀

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Reference # 154

Route to **Modernization and Service Managers**

From MCE Technical Support Department (916-463-9200 then press "3")

Date July 1<sup>st</sup> 2015

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**Subject** Potential loss of motor control due to power supply failure, IMC-SCR.

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**Equipment** IMC-SCR & IMC-Performa Controllers.

**Description** It has been brought to MCE's attention that if the voltage level of 5 volt power supply feeding the controller computer (swing panel) falls below regulation, it can have adverse effect on the operation of the motor control. In certain situations, the elevator computer may become inoperable and motor field voltage can drop to zero. Having very low or no motor field control can result in the car drifting in the direction of the load due to lack of torque control. **This scenario is only applicable to inspection operation.** Automatic and passenger operation use additional software monitors and are not affected.

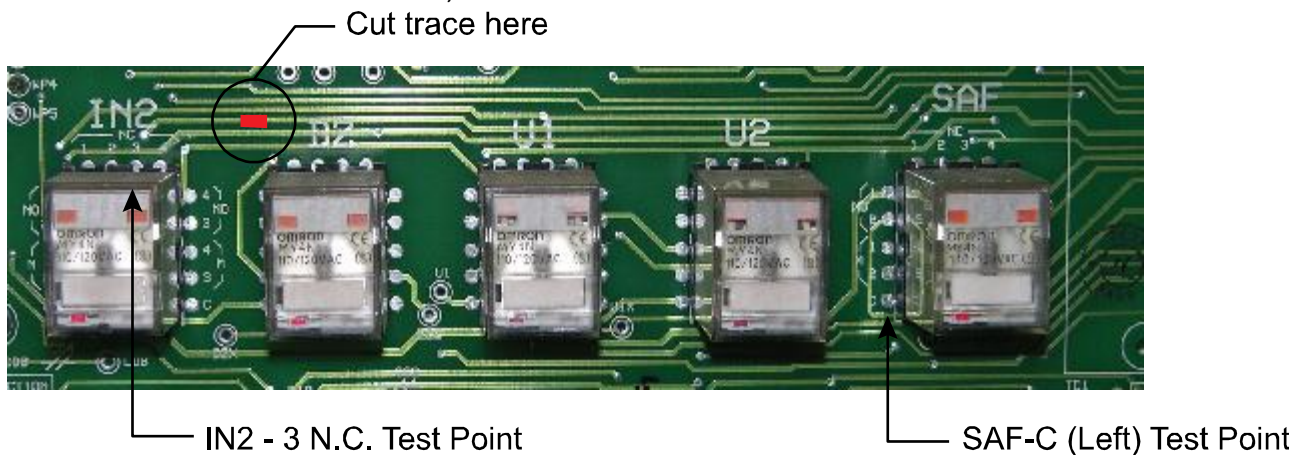
**Action** Even though the likelihood of any such occurrence is unlikely, MCE recommends a hardware modification which eliminates the possibility of car being able to run on inspection when the computer is inoperable. Attached document explains the process of making a clad cut to the HC-RB4-SCRI-(x). Clad cut removes the ground connection to the SAF relay on the HC-RB4-SCRI-(X) thru relay IN2 N.C. #3 contact. Please perform the outlined modification with extreme care and make sure no other traces are altered in the process. Contact MCE support team for any further questions.

**MCE Help** As always, should you require any additional technical assistance on this or if you wish to add your email for future technical bulletin advisories, please send us an e-mail to:

- **Email: [techsupport@nidec-mce.com](mailto:techsupport@nidec-mce.com)**
- **Refer to the reference number above**

## HC-RB4-SCRI-(X) Board Modification

1. Power down the controller.
2. Using the resistance setting on a digital multimeter, confirm there is continuity between IN2-3 N.C. and the left-hand coil connection on the SAF relay using the relay test pads, which you can see in Figure 1 below.
3. With power still off to the controller, locate the trace that connects to the via just above the IN2-3 N.C. contact on the HC-RB4-SCRI-C board, and make a clean cut on that trace as indicated below:



**Figure 1**

4. Confirm that there is no continuity between the two points measured in Step #2 above.