



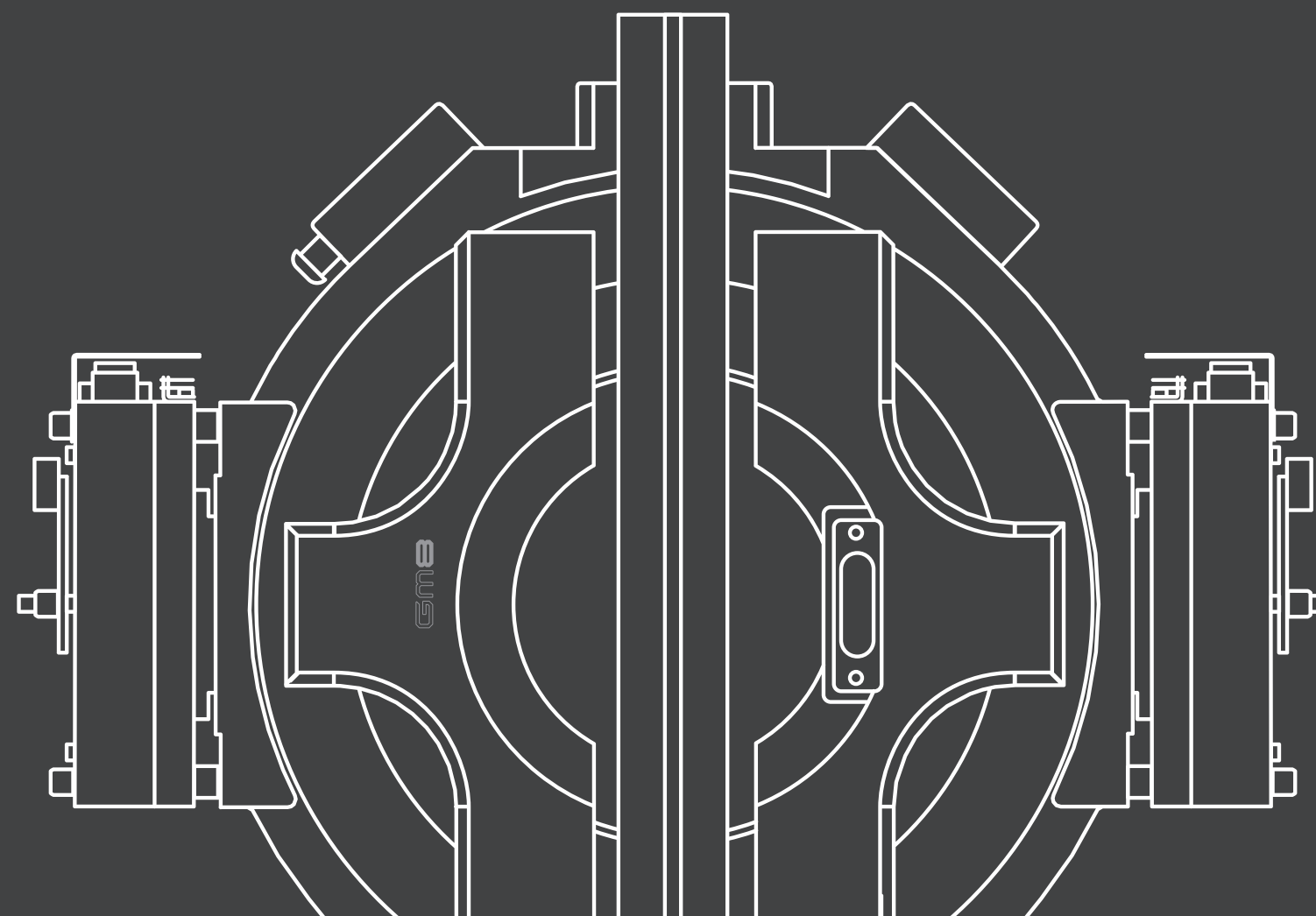
# GP N65

Passenger Elevator (MRL)

## GiantKONE Elevator Co., Ltd.

2005 Xunzhi Rd. Nanxun Economic Development Zone,  
Huzhou, Zhejiang, P.R.China  
P.C. 313009  
Tel: +86-572-3017777  
Mobile: +86 181 0582 5368  
Mail: gke@giantkone.com

8A88 Shanghai Mart, 2299 Yan An Rd(W)  
Shanghai P.R.China  
P.C. 200336  
Tel: +86-572-3017777  
Mobile: +86 181 0582 5368  
Mail: gke@giantkone.com







GKE is a strategic brand of GiantKONE Elevator Co., Ltd. in overseas market. GiantKONE, founded in 2005, is a leading Elevator & Escalator solution provider in China market.

As a key member of a highly acclaimed inter-national enterprise, our mission is to make urban life better with products and services of excellent affordability, outstanding technology, and remarkable reliability over the full life cycle.

## GPN65(MRL) Specifications

Speed (m/s)	Load capacity (kg)	Maximum number of stops	Maximum travel distance (m)	Maximum number of group control units
1.0	400/630/800/1000/1050 /1150/1250/1350/1600	18	55	4
1.6	630/800/1000/1050 /1150/1250/1350/1600	28	80	4
1.75	630/800/1000/1050 /1150/1250/1350/1600	28	80	4

Note: GPN65 is available for scenic elevator and bed elevator. For more information, please contact GKE sales team.





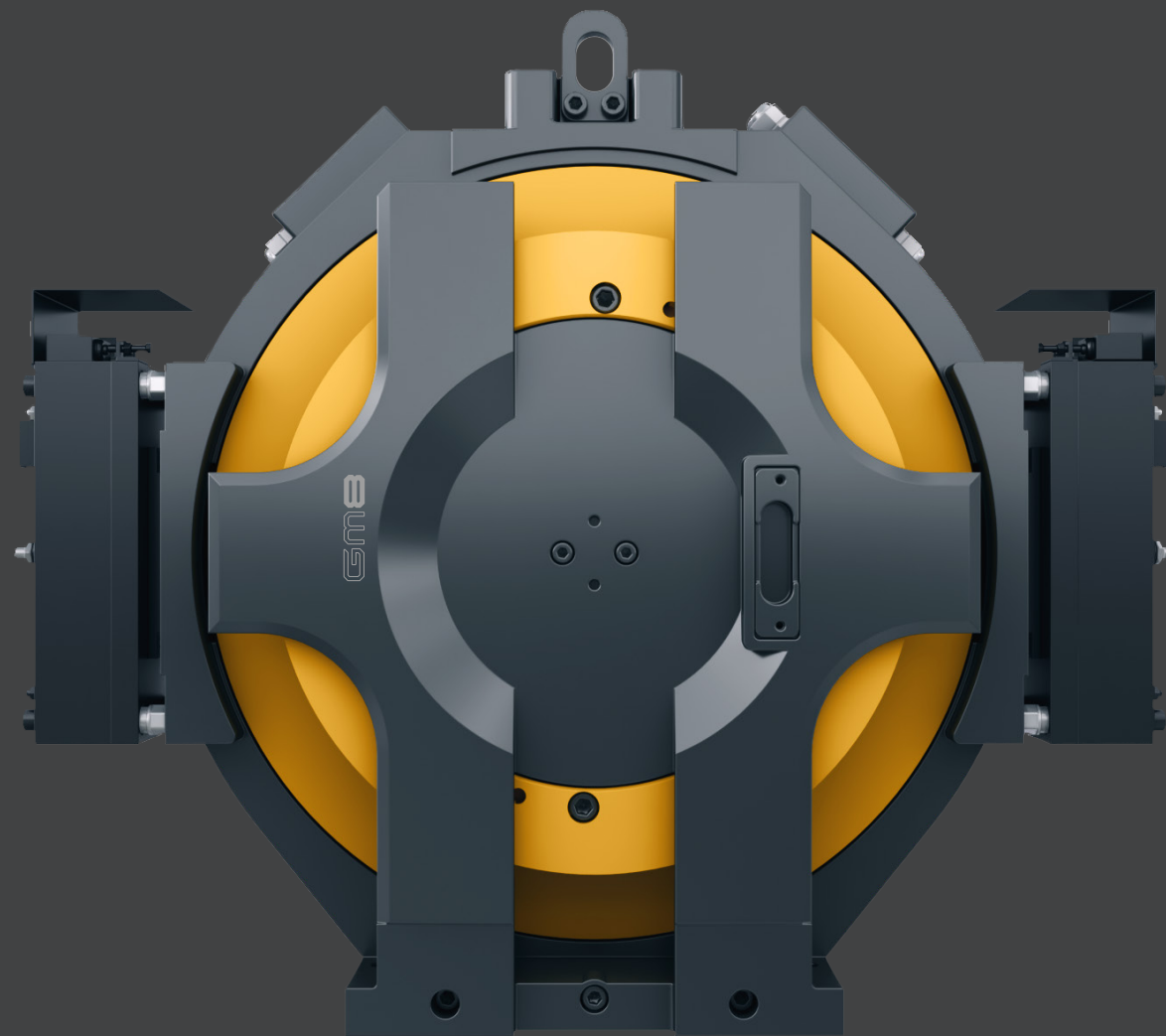
# GM

## DISC MOTOR



reddot winner 2020

The New Authority In  
Energy Efficiency



- Adopting non-contact magnetic ring encoder, stable and reliable performance, easy maintenance.
- Ultra-thin body design, flat structure facilitates heat dissipation while effectively improving the utilization rate of the shaft.
- The newly designed embedded wire slot type can significantly reduce the internal resistance of the winding and improve the efficiency of the motor.
- Brake mute design can effectively reduce the noise of braking system.
- The floating and fixed motor method filters main engine vibration, ensuring smooth cabin running and passenger comfort.
- The new outer rotor structure improves load bearing capacity.

\* The images are for reference only. The actual product may vary based on model, batch, or customer requirements.

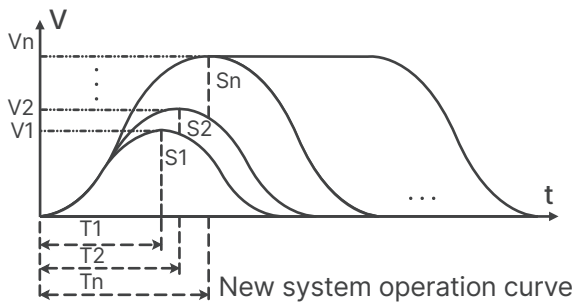
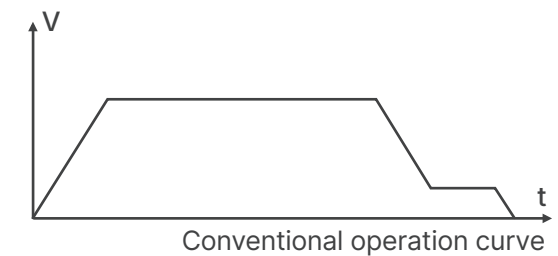


# NEW INTELLIGENT TECHNOLOGY



## Intelligent Control System

- Dual 32-bit control system for faster computing and more compatibility.
- Serial transmission for more accurate and reliable signal control.
- A perfect mix of centralized and decentralized processing, faster response and more stable communication.
- R485 and modular design for easy setup.
- Advanced shaft signaling ensures efficient operation and precise levelling.
- Several optimized operating curves are automatically generated for a comfortable riding experience.
- Stop directly, shorten operation and waiting time.



## Safety first

Safety is the top priority for GKE products. We never slack in any stage of the process. Intelligent monitoring keeps an eye on the whole elevator process. Tested products make sure every elevator works well.

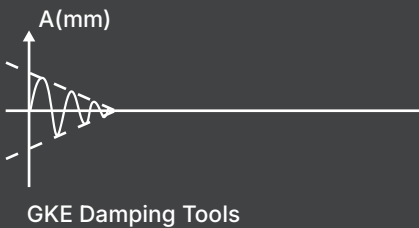
## Comfortable ride

GPN65 is designed and manufactured in accordance with global standards of comfort. It has various patented technologies, including vector conversion technology, car displacement detection with millimeter-level accuracy, a unique double vibration damping function, and a fully digitalized door control system.

## Environmental-friendly

GPN65 meets VDI4707-1 and ISO25745-2 Grade A energy efficiency standards, with LED lighting, intelligent fan, permanent magnet synchronization, and gearless trolling technology.

Gearless traction technology adjusts the motor current in real time, saving up to 40% energy compared to traditional geared elevators. It is 40% more energy efficient and can be equipped with an advanced energy feedback system to further reduce energy consumption by 20%.



**SAFETY FIRST COMFORTABLE ENERGY EFFICIENT**



## WITH THE ARCHITECTURAL STYLE OF YOUR BUILDING

GKE offers a wide range of customized finishes options to meet the different needs of our customers.



GKE

**Ceiling:** G1025055\_ST  
(Stainless steel 304, LED light)  
**Car Wall:** Hairline stainless steel (304)  
**Floor:** 51950073 (PVC)  
**COP:** 218 (Std.) and 358PLUS (optional, Swing)



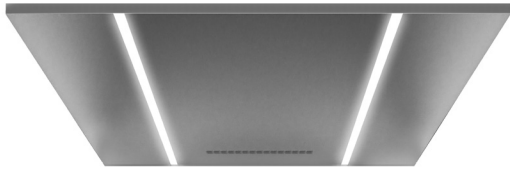
Car with COP 218



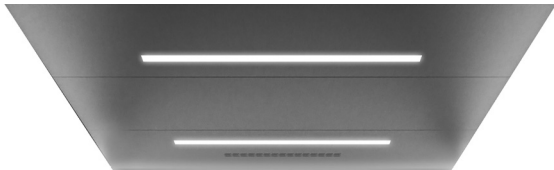
Car with COP 358 PLUS



/ CEILING /



G1025055\_ST  
Stainless steel, LED light



G1025056\_ST  
Stainless steel, LED light



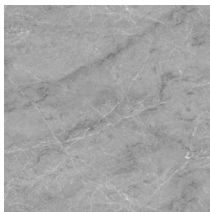
G1025036  
Stainless steel, LED light



G1025050\_ST  
Stainless steel, LED light

Note: Option of painted steel sheet available.

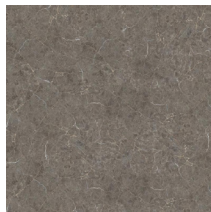
/ FLOOR /



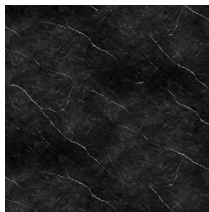
51950073  
(PVC)



51950074  
(PVC)



51782380  
(PVC)



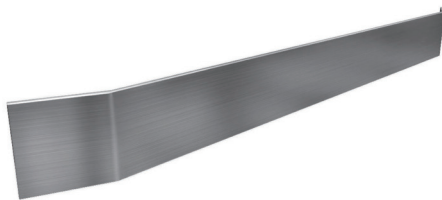
51782381  
(PVC)

Note: Option of marble available.

/ HANDRAIL /



G32104



G32105

/ COP /

/ 218 (Std.) /



/ COP Display type /



Dot Matrix



Segment

/ LOP /



Simplex



Duplex

/ LOP Display type /



Dot Matrix



Segment

/ Button /



/ 358PLUS  
(Optional, Swing) /





ELECTRICAL FUNCTION CONFIGURATION TABLE

● Standard  
○ Optional

SECURITY FUNCTIONS

Rescue and fault monitoring		
ASC T	Uplink overspeed protection	●
BFS	Buffer detection	●
BMV R	Resistor braking	●
CCM A	Call in the machine room	●
CDC	Car door detection	●
CDL O	Car door limit	●
CLF M	To control the car lighting in the machine room	●
COD	Correction run	●
DCD	Door lock detection	●
DOP	No door allowed	●
DSC	Downstream overspeed protection	●
DTS	Run time detection	●
EEC C	Car exit detection	○
EEC S	Shaft exit inspection	○
EMH O	Pit emergency stop	●
EMR	Car roof emergency stop	●
IDJ	Communication evaluation	●
LAF	Stop at a different station	●
LCM A	Machine room outbound calls	●
MAF M	Machine room main switch	●
MOP T	Overheating protection	●
OLP	Trip protection	●
OSG CM	Speed limiter safety switch	●
PAS U	Give priority to release	●
PDD N/R	Phase detection	●
RDC O	Repeatedly opening and closing the door	●
RDF CN	Rescue run	●
SDB	Fault self-diagnosis	●
SGE	Safety gear safety switch	●
TEL	Failure classification	●
TWS C	Car speed limiter rope Tightening safety switch	●
UCMP	Car accidental movement protection	●

ACU C	Voice comfort	●
Emergency operation		
FID AO	Firefighting standby	○
FID BO	Firefighting deactivated	○
FRD	Firefighting operation	○
FRI	Fire linkage	●
LPS VN	Run synchronously	●
Emergency backup power operation		
CEL S	Emergency lighting	●
EBS S	Emergency power supply	●
EPD MCF	urgent power supply	○
PEL	Emergency leveling	○
Emergency communications		
ABE C	Car roof alarm bell	○
ISE F	Five-way calling	●
ISE N	Multi-party call	○

CONTROL FUNCTION

Priority and special service function		
ATS C	Driver function	○
AUD I	Audio interface	○
CCR	IC card	○
CSM UN	Forced docking	○
CTV I	Video interface	○
DOE B	Door opening delay	○
EAQ	Earthquake detection	○
EFC	Energy feedback	○
FRE	Quick recall	○
LOC E,O	Incoming call lock	○
LOL E,O	Outbound call lock	○
OSS COI	Car exit	○
OSS LC	Floor exit	●
PRC	Priority service	○
PRC KI	Incoming call priority (continuous)	○

PRL LA / LO	Outbound call priority	○
SED WSR	Maintenance operation	●
PCF	Visitor linkage	○
Idle car allocation		
ADF	Drive away automatically	○
PAM C	Idle waiting for passengers	●
PAS C	idle waiting for passengers, sub-floor	○
Optimize the traffic flow function		
BLF	Direct drive with full load	●
DUP	Parallel operation	○
GC	Group control operation	○
IDP	Downstream peak service	○
ITP	Upstream and downstream peak services	○
IUP	Upstream peak service	○

INFORMATION FUNCTIONS

Information display outside the car		
BPI	Full load display	○
CPI LO	Car position, dot matrix	○
CPI LS	Car position, segment code	●
DIA L	Running direction display	●
LCL	Outbound call registration display	●
Information display in the car		
ACU F	Voice station announcement	●
CCL	Incoming call display	●
CPI CO	Car position, dot matrix	○
CPI CS	Car position, segment code	●
CRB C	Internal call buzzer	○
DIA C	Running direction display	●
OLF C	Overload reminder	●
Information display on the maintenance control screen		
CIL A	Control cabinet parts labels	●
CPI PS	Location indication	●
SCN N	Start count	●

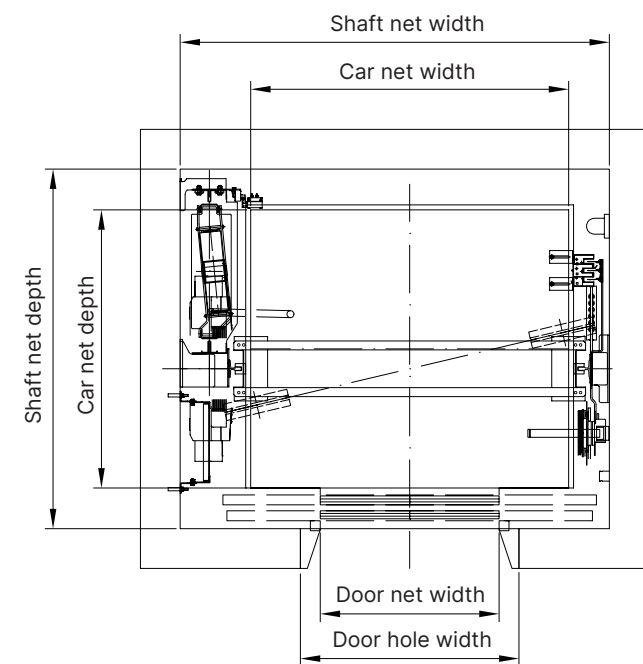
Remote monitoring screen display		
HES	Community monitoring	○
LIL	BA interface	○

PASSENGER COMFORT FUNCTIONS

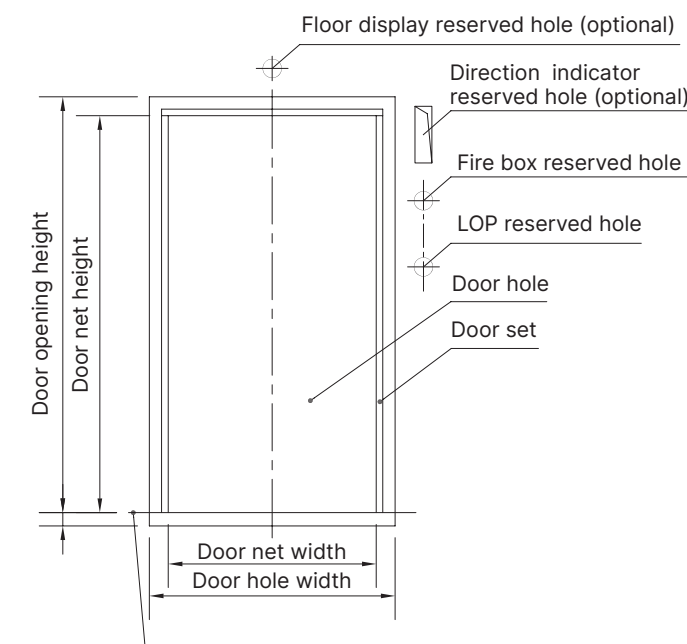
Entering and exiting the car		
ACL B	Precise re-leveling	●
ADO	Open early	●
BOF	Inspection and switch door	●
DCB I	Close the door inside the car	●
DOB OI	Open the door inside the car	●
NDC	Forced to close the door	○
QCC	Close quickly	○
RAA	Start outbound call response	●
REO S	Outbound calls reopen	●
SRC RNC	Light curtain detection	●
SSR	Self-rescue operation	●
Abuse, misuse protection		
CCB	Reverse internal call	●
CRC	Command elimination	●
FCC C	Internal calls to prevent trouble	●
LCC	Outbound call interlock	●
SPB BP	Button anti-adhesion	●
Ride comfort		
AGC	Automatically generate curves	●
DIR S	Dock directly	●
OCL A	Car lighting energy saving	●
OCL AF	Car lighting control	○
OCV A	Car ventilation and energy saving	●
OCV AF	Car ventilation control	○
STP	start compensation	●



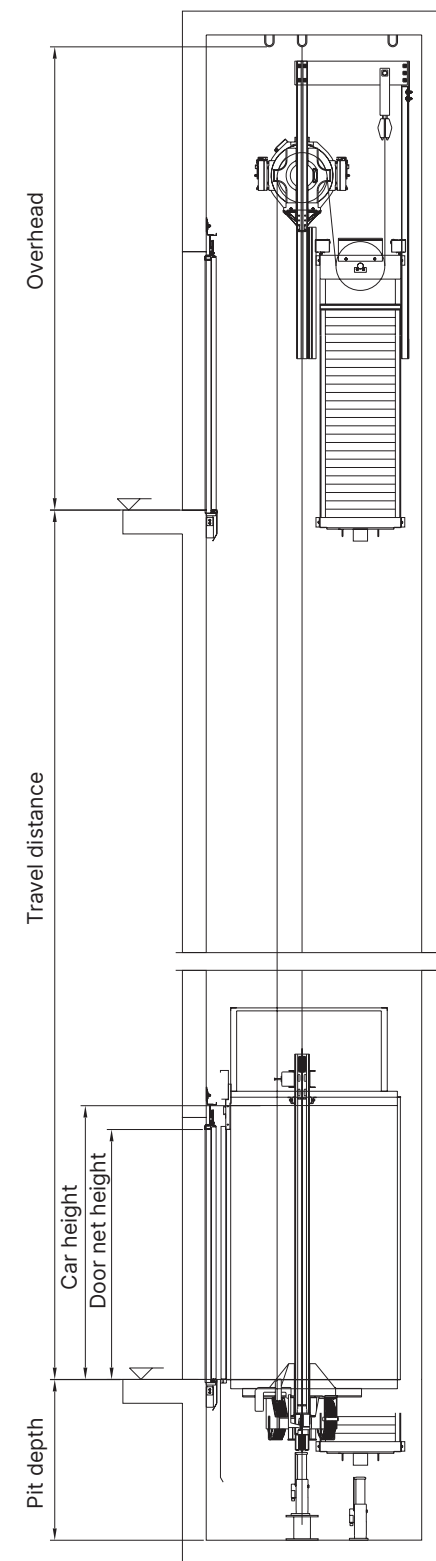
# LAYOUT AND SPECIFICATION



Sectional drawing of the shaft



Door hall and LOP



Side view of the shaft

Persons/Load Capacity (kg)	Car dimensions (mm)	Car area (m <sup>2</sup> )	Door width (mm)	Doorway width (mm)	Speed (m/s)	Minimum shaft dimensions (mm)	Operator position
5/400	1100×1000	SEC*	1.10	700	900	1700×1375	S(Side)
		SEC	1.54	800	1000	1750×1690	S(Side)
8/630	1100×1400	TTC*	1.54	800	1000	1750×1810	S(Side)
		SEC	1.54	900	1100	1950×1690	S(Side)
		TTC	1.54	900	1100	1950×1810	S(Side)
10/800	1350×1400	SEC	1.89	800	1000	1950×1690	F(Front)
		TTC	1.89	800	1000	1950×1810	F(Front)
		SEC	1.89	900	1100	1950×1690	S(Side)
		TTC	1.89	900	1100	1950×1810	S(Side)
13/1000	1600×1400	SEC	2.24	900	1100	2200×1800	F(Front)
	1400×1600	TTC	2.24	900	1100	2000×2010	S(Side)
14/1050	1600×1500	SEC	2.40	900	1100	2200×1850	F(Front)
	1600×1500	TTC	2.40	900	1100	2200×1910	F(Front)
15/1150	1800×1450	SEC	2.61	1000	1200	2350×1825	F(Front)
	1300×2000	TTC	2.73	900	1100	1950×2410	S(Side)
16/1250	1950×1400	SEC	2.73	1100	1300	2645×1875	F(Front)
	1300×2200	TTC	2.86	900	1100	1995×2610	S(Side)
18/1350	1950×1500	SEC	2.93	1100	1300	2680×2065	F(Front)
	1300×2300	TTC	2.99	900	1100	2030×2710	S(Side)
21/1600	1950×1750	SEC	3.41	1100	1300	2680×2190	F(Front)
	1400×2400	TTC	3.36	1000	1200	2150×2810	S(Side)

"SEC" stands for a single-door elevator car, and "TTC" stands for a through-door elevator car.

Load Capacity (kg)	Speed (m/s)	Door height (mm)	Car height (mm)	Minimum pit depth (mm)	Minimum overhead (mm)
5/400	1.0	2100	2400	1220	3780 (3680)*
	1.0		2400	1220	3780 (3680)
8/630	1.6		2400	1350	3970 (3870)
	1.75		2400	1350	3990 (3890)
10/800	1.0		2400	1220	3780 (3680)
	1.6		2400	1350	3970 (3870)
	1.75		2400	1350	3990 (3890)
13/1000	1.0		2400	1220	3780 (3680)
	1.6		2400	1350	3970 (3870)
	1.75		2400	1350	3990 (3890)
14/1050	1.0		2400	1220	3780 (3680)
	1.6		2400	1350	3970 (3870)
	1.75		2400	1350	3990 (3890)
15/1150	1.0		2400	1220	3780 (3680)
	1.6		2400	1350	3970 (3870)
	1.75		2400	1350	3990 (3890)
16/1250	1.0		2400	1380	3850 (3750)
	1.6		2400	1550	4000 (3900)
	1.75		2400	1600	4000 (3900)
18/1350	1.0		2400	1380	3850 (3750)
	1.6		2400	1550	4000 (3900)
	1.75		2400	1600	4000 (3900)
21/1600	1.0		2400	1380	3850 (3750)
	1.6		2400	1550	4000 (3900)
	1.75		2400	1600	4000 (3900)

\* Minimum overhead (the data in parentheses calculated based on car height of 2300mm and door height of 2100mm).