GFS25 GFN25

Freight Elevator(SMR) Freight Elevator(MRL)

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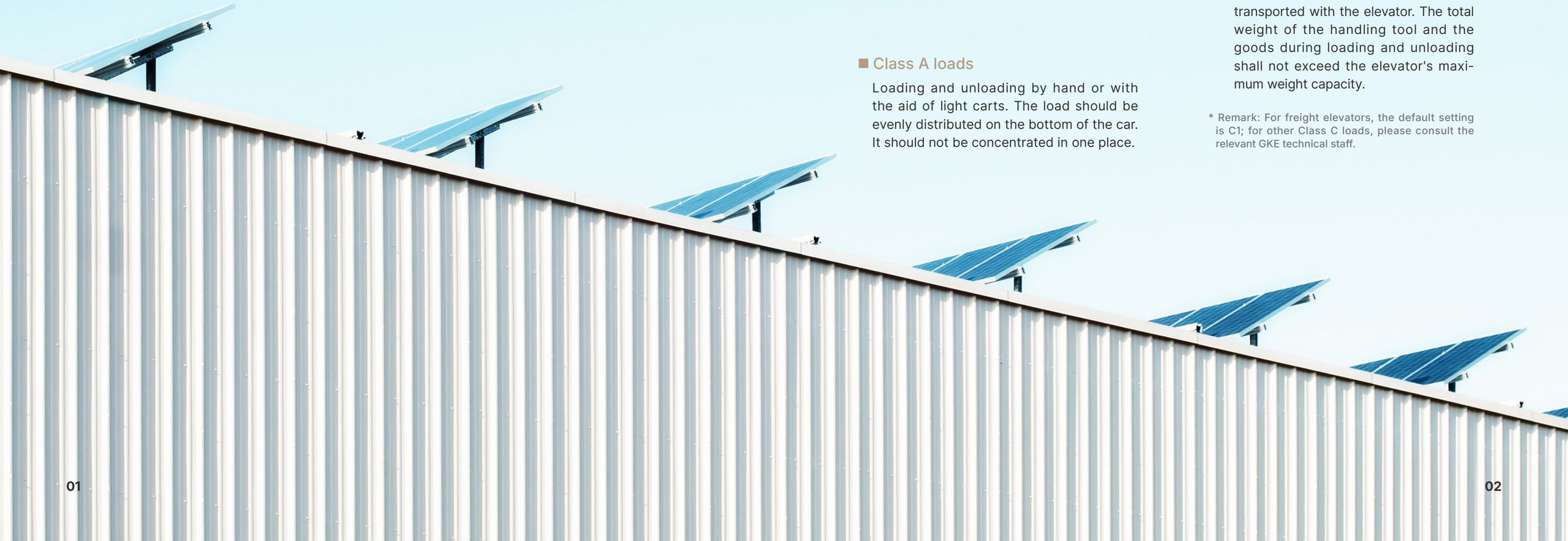
GKE is a strategic brand of GiantKONE Elevator Co., Ltd. in overseas market. GiantKONE, founded in 2005, is a leading Elevator & Escalator solution provider in China market.

As a key member of a highly acclaimed international 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.



Freight elevator adopts high efficiency and energy-saving permanent magnet synchronous gearless traction machine, new 4:1 structure suspension system layout, door drive mechanism with excellent performance, high-strength, and wear-resistant car design. It is suitable for factories, production lines, warehouses, shopping malls, shopping centers, exhibition halls, and other places.

GFS25/GFN25 Specifications

Speed (m/s)	Load Capacity (kg)	Maximum Travel (m)	Maximum Number of Landings
0.5	2,000/3,000/5,000	30	12
1.0	2,000/3,000/5,000	50	16

Classification of loads

The elevator is used based on the type of load, which is divided into three categories.

■ Class A loads

Loading and unloading by hand or with the aid of light carts. The load should be evenly distributed on the bottom of the car. It should not be concentrated in one place.

■ Class C loads

C1: Industrial truck load, the truck can be transported with the elevator. The total weight of the handling tool and the goods during loading and unloading shall not exceed the elevator's maximum weight capacity.

* Remark: For freight elevators, the default setting is C1; for other Class C loads, please consult the relevant GKE technical staff.

ENERGY EFFICIENT PERMANENT MAGNET SYNCHRONIZATION GEARLESS TRACTION MACHINE

1 SPACE SAVING

The permanent magnet synchronous lift saves space and improves performance. It is easy to transport, lift and install.

2 STABLE OPERATION

The gearless traction machine does not need to use a gear reduction mechanism, which makes it quieter and smoother.

3 GREEN AND ENVIRONMENTALLY FRIENDLY

The gearless traction machine doesn't need lubricating oil.

There's no need to replace the oil in the daily maintenance process.

It avoids the pollution and flammable danger caused by the leakage of oil.

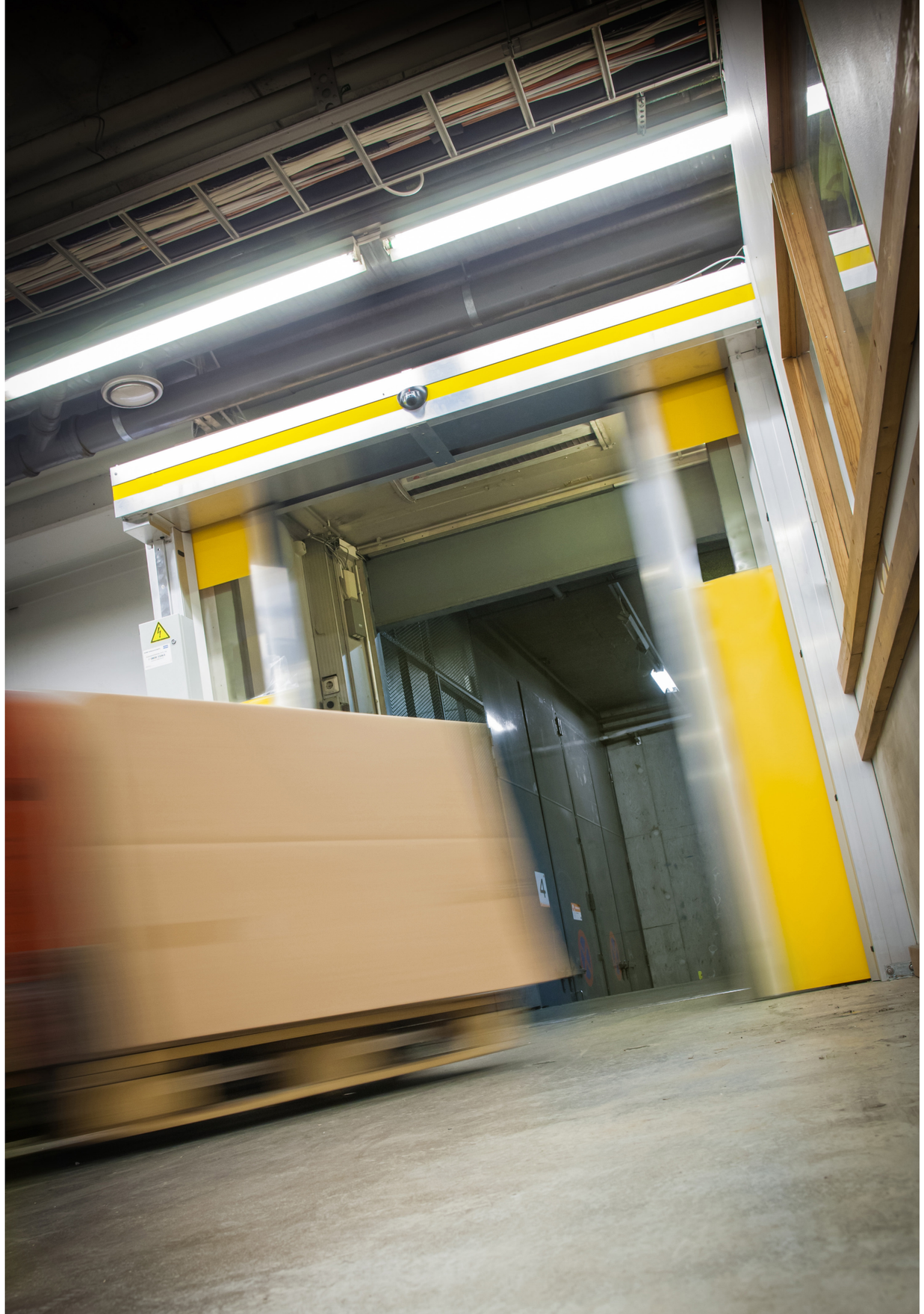
4 ENERGY SAVING AND CONSUMPTION REDUCTION

The gearless tractor has a low starting current and high transmission efficiency.

The gearless tractor uses less energy than conventional machines.

INTELLIGENT CONTROLLER

- Advanced vector control technology offers superior motor speed regulation, enhancing elevator comfort during operation.
- The integration of modular computer control and reliable frequency conversion technology creates a compact system, greatly improving control and operational efficiency.
- Convenient door nudging button allows for hands-free operation when handling goods.
- Reinforced cabin and door design reduces wear and tear caused by cargo collisions.
- The car frame, bottom, guide rails, and other components can be tailored to different working conditions and customer needs, offering flexibility.



STABILITY AND RIDE COMFORT WITH RELIABLE & LONGER LIFETIME

- Leveling accuracy ±5mm
- Intelligent Light Curtain System
- Voice call system
- Wide loading space
- Durable Car Design

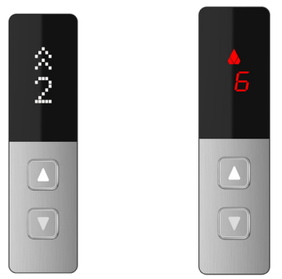
FLEXIBILE DECORATION TO COMPLEMENT BUILDING DESIGN

B - Built-in(Standard)
O - Optional

ITEMS	MATERIAL	CONFIGURATION
Car walls & Car door	Painted steel plate	B
	Hairline stainless steel	O
COP face plate	Hairline stainless steel	B
Floor	Checkered steel plate	B
Door hall & door frame	Painted steel plate	B
	Hairline stainless steel	O
Wall frame	Painted steel plate	O
	Hairline stainless steel	O

Load Capacity ≤5000kg

/ 218 (Std.) /


Dot Matrix

Segment

/ Car with COP 218 /

CEILING: Integrated ceiling for freight elevators
(safety windows for MRL freight elevators)
CAR WALLS: Painted steel plate
CAR DOOR: Painted steel plate
COP: 218
FLOOR: Checkered steel plate

/ Color options for Painted steel plate /

RAL 7040 Graphite Gray

RAL 7005 Fresh Gray

RAL 9010 Ivory White

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	●
CLFM	Car lighting switch	●
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 BO	Firefighting deactivated	○
FRD	Firefighting operation	○
LPS VN	Run synchronously	●

Emergency backup power operation

CEL S	Emergency lighting	●
EBS S	Emergency power supply	●
PEL	Emergency leveling	○

Emergency communications

ABE C	Car roof alarm bell	○
ISE F	Five-way calling	●

CONTROL FUNCTION

Priority and special service function

ATS C	Driver function	○
AUD I	Audio interface	○
CTV I	Video interface	○
DOE B	Door opening delay	○
EAQ	Earthquake detection	○
EFC	Energy feedback	○
OSS LC	Floor exit	●
SED WSR	Maintenance operation	●

Idle car allocation

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	○

INFORMATION FUNCTIONS

Information display outside the car

CPI LO	Car position, dot matrix	○
CPI LS	Car position, segment code	●
DIA L	Running direction display	●
LAL DN	Arrival light	○
LCL	Outbound call registration display	●

Information display in the car

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	●
DAL GP	Disturbance warning	○
LIL AM	Warning signal	○
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	●
DCB I	Close the door inside the car	●
DOB OI	Open the door inside the car	●
NDC	Forced to close the door	○
RAA	Start outbound call response	●
REO S	Outbound calls reopen	●
SRC RNC	Light curtain detection	●

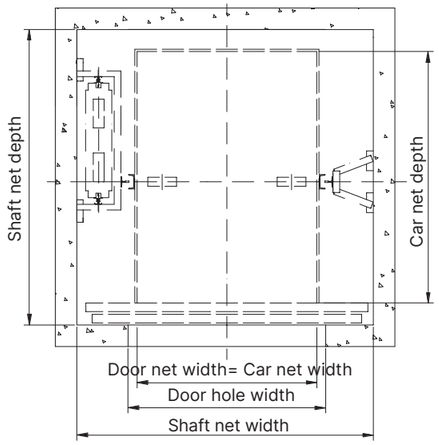
Abuse, misuse protection

CCB	Reverse internal call	●
FCC R	Command elimination	●
FCC C	Internal calls to prevent trouble	●

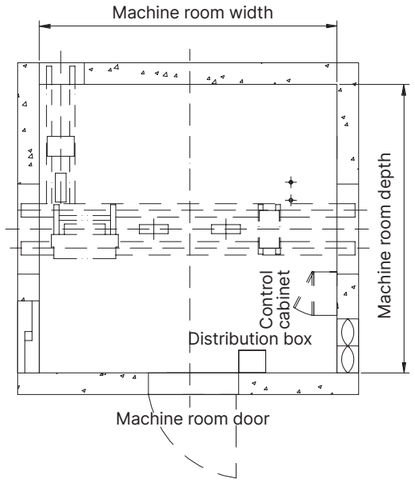
Ride comfort

DIR S	Dock directly	●
OCL AF	Car lighting control	○
OCV AF	Car ventilation control	○
STP	start compensation	●

LAYOUT AND SPECIFICATION (GFS25)



Sectional drawing of the shaft

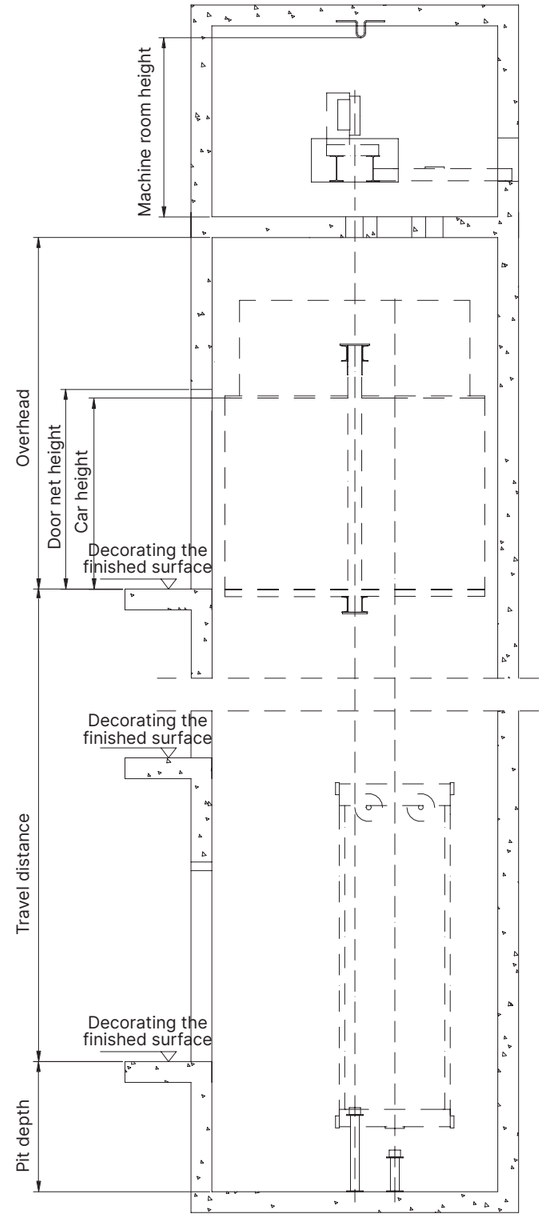


Sectional drawing of the machine room

SINGLE DOOR

Load Capacity (kg)	Speed (m/s)	Maximum number of stops	Maximum travel distance (m)	Car width (mm)	Car depth (mm)	Car height (mm)	Door size (mm)	Shaft width (mm)	Shaft depth (mm)	Overhead (mm)	Pit depth (mm)	Machine room height (mm)	Classification of loads
2000	0.5	12	30	1500	2700	2200	1500×2200	2600	3100	4000	1400	2100	A
	1.0	16	50	1500	2700	2200	1500×2200	2600	3100	4050	1400	2100	A
3000	0.5	12	30	2000	2800	2200	2000×2200	3300	3200	4000	1400	2100	A
	0.5	12	30	2000	2800	2200	2000×2200	3300	3200	4350	1400	2100	C
	1.0	16	50	2000	2800	2200	2000×2200	3300	3200	4050	1400	2100	A
5000	0.5	12	30	2400	3600	2400	2400×2400	4000	4000	4300 (4800*[1])	1500	2500	C
	1.0	16	50	2400	3600	2400	2400×2400	4000	4000	4350 (4800*[1])	1500	2500	C

*1: This dimension is only applicable to elevator cars with six-rail arrangement.
The maximum number of stops in this table shall be calculated based on the actual Car height or door height and is not proportional to the maximum number of stops.



Side view of the shaft

* The layout plans on this page are for reference only, please contact the GKE team for specific layouts.

LAYOUT AND SPECIFICATION (GFN25)

SINGLE DOOR

Load Capacity (kg)	Speed (m/s)	Maximum number of stops	Maximum travel distance (m)	Car width (mm)	Car depth (mm)	Car height (mm)	Door size (mm)	Shaft width (mm)	Shaft depth (mm)	Overhead (mm)	Pit depth (mm)	Classification of loads
2000	0.5	12	30	1500	2700	2200	1500×2200	2730	3100	4300	1500	A
	1.0	16	50	1500	2700	2200	1500×2200	2730	3100	4300	1500	A
3000	0.5	12	30	2000	2800	2200	2000×2200	3672	3200	4400	1500	A
	0.5	12	30	2000	2800	2200	2000×2200	3672	3200	4400	1500	C
	1.0	16	50	2000	2800	2200	2000×2200	3672	3200	4400	1500	A
5000	0.5	12	30	2400	3600	2400	2400×2400	4300	4000	4700	1700	C

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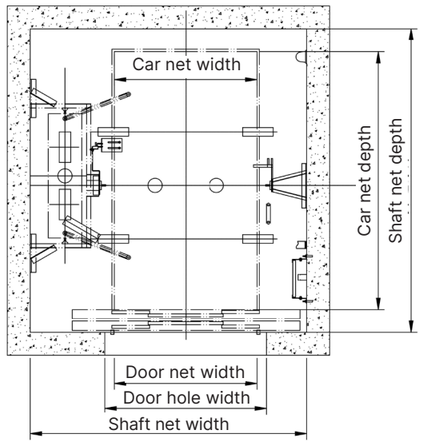
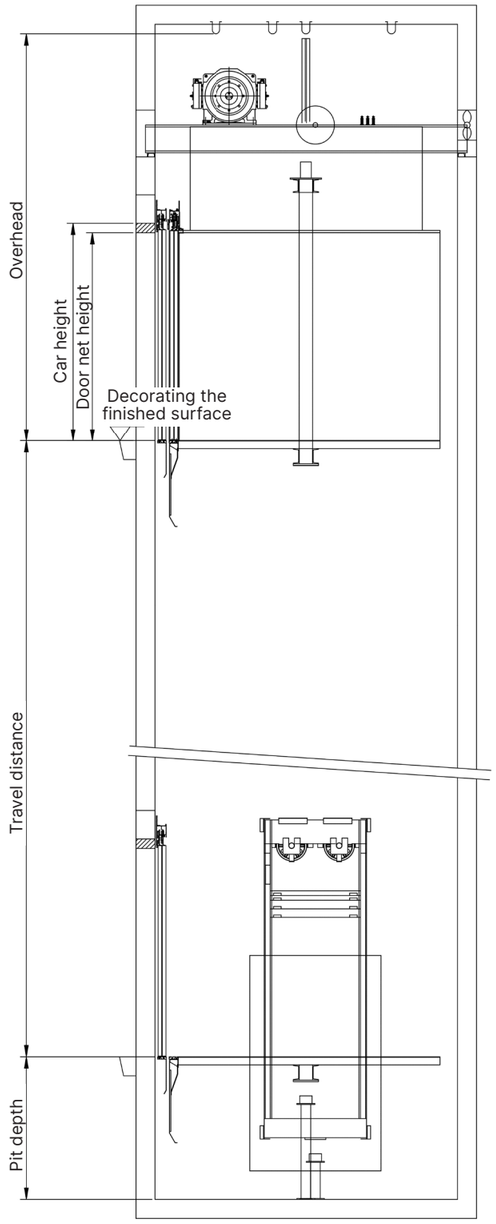


Sectional drawing of the shaft



Side view of the shaft

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