



GPS35S

Passenger Elevator (SMR)

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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.

GPS35S(SMR) SPECIFICATIONS

Speed (m/s)	Load capacity (kg)	Maximum number of stops	Maximum travel distance (m)	Maximum number of group control units
1.0	630 / 800 / 1000 / 1050 / 1150 / 1250/1350/1600/1800/2000	16	50	4
1.6	630 / 800 / 1000 / 1050 / 1150 / 1250/1350/1600/1800/2000	32	90	4
1.75	630 / 800 / 1000 / 1050 / 1150 / 1250/1350/1600/1800/2000	32	105	4
2.0	800 / 1000 / 1050 / 1150 / 1250/1350/1600/1800/2000	40	120	4
2.5	800 / 1000 / 1050 / 1150 / 1250/1350/1600/1800/2000	40	130	4

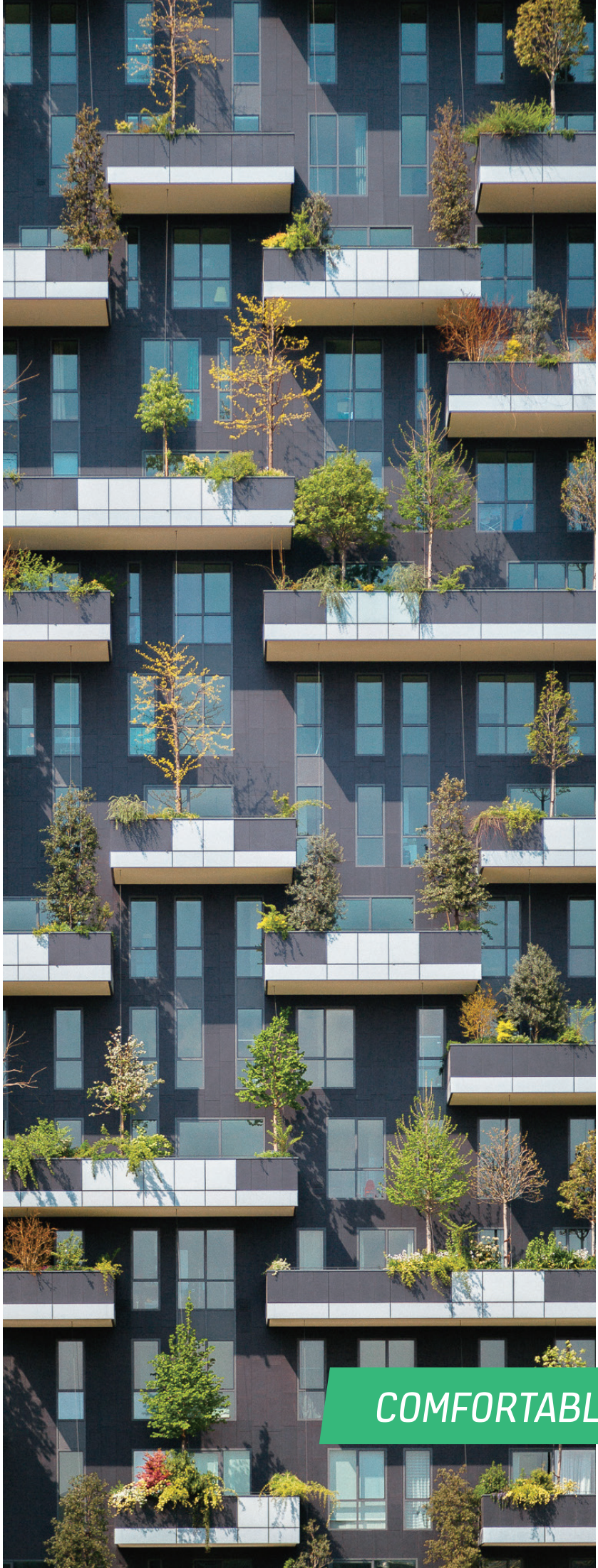
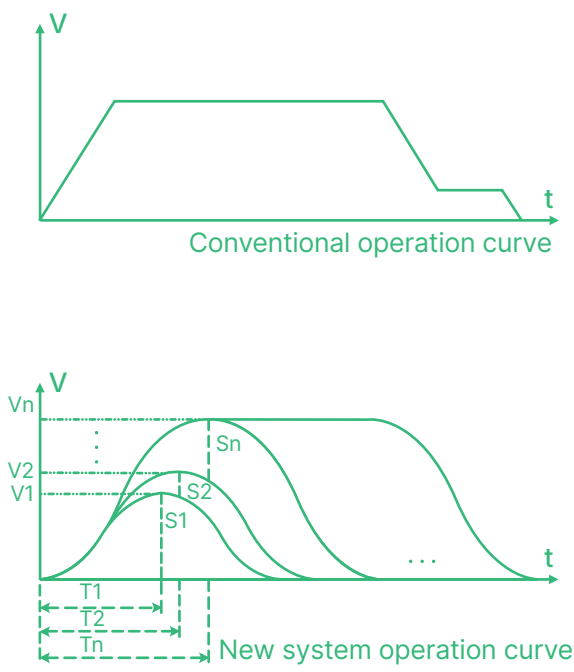
Note: GPS35S is available for scenic elevator and bed elevator. For more information, please contact GKE sales team.

NEW INTELLIGENT TECHNOLOGY

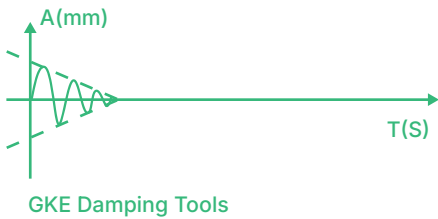
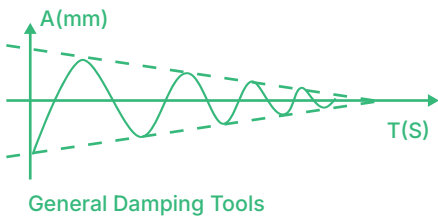


Intelligent Control System

- 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.



GPS35S offers a comfortable ride through the use of patented technologies, including advanced vector conversion technology, a unique double vibration damping function, and a fully digitalized door control system. These features provide an efficient and comfortable driving experience.



GPS35S meets VDI4707-1 and ISO25745-2 Grade A energy efficiency standards, adopts LED lighting and intelligent fan, the motor can be adjusted in real time according to the load change, the energy consumption is only 60% of the traditional traction machine, and it can be equipped with the advanced energy feedback system to further reduce the energy consumption by 20%.



COMFORTABLE AND ENERGY EFFICIENT

SAFETY FIRST

Safety is the number one priority for GKE products. From design to the product's entire service life, we always pursue excellence.



Design

Strict standards, with speed limiting, braking, emergency systems, and communication... Multiple layers of protection to ensure absolute safety.



Manufacturing

Products, components, and subsystems undergo destructive and reliability testing to ensure every elevator delivers outstanding performance.



Installation

Reliable scaffold-free installation methods are used to ensure efficient and safe installation. We always follow the principle of safety first.



Operation

Intelligent monitoring before, during, and after operation, providing guardians-like protection throughout the entire ride.

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)

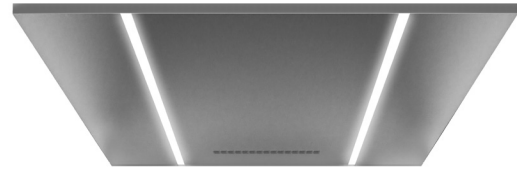


Car with COP 218

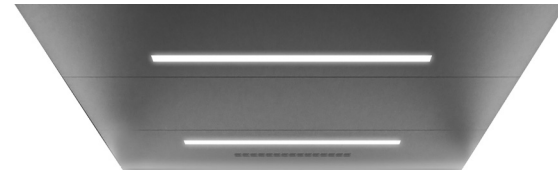


Car with COP 358 PLUS

/ CEILING /



G1025055_ST
Stainless steel, LED light



G1025056_ST
Stainless steel, LED light



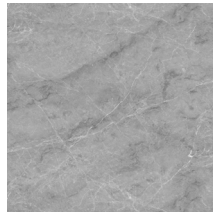
G1025036
Stainless steel, LED light



G1025050_ST
Stainless steel, LED light

Note: Option of painted steel sheet available.

/ FLOOR /



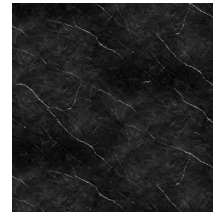
51950073
(PVC)



51950074
(PVC)



51782380
(PVC)



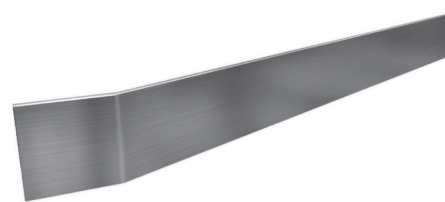
51782381
(PVC)

Note: Option of marble available.

/ HANDRAIL /



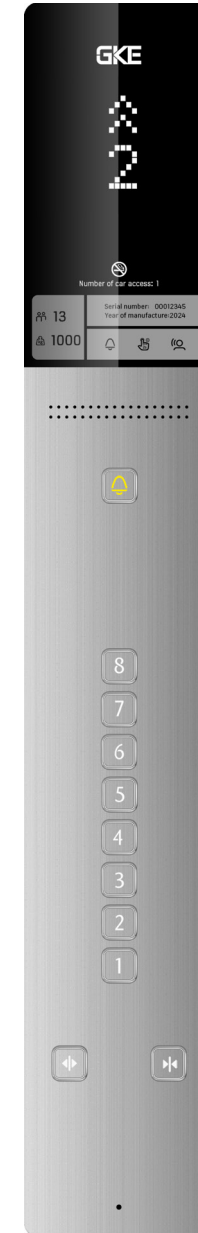
G32104



G32105

/ COP /

/ 218 (Std.) /



/ Button /

/ COP Display type /



Dot Matrix

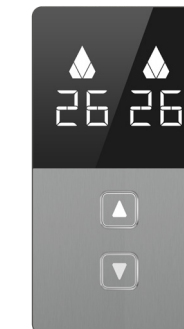


Segment

/ LOP /



Simplex



Duplex

/ LOP Display type /



Dot Matrix



Segment



/ 358PLUS
(Optional, Swing) /



ELECTRICAL FUNCTION CONFIGURATION TABLE

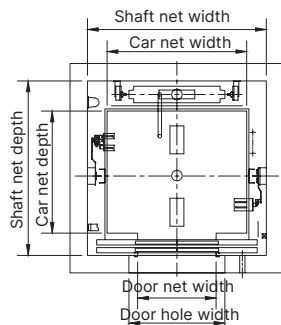
SECURITY FUNCTIONS			● Standard
Rescue and fault monitoring			○ Optional
ASC T	Uplink overspeed protection	●	
BFS	Buffer detection	●	
BMV R	Resistor braking	●	
CCM A	Call in the machine room	●	
CDC	Car door detection	●	
CDL O	Car door limit	●	
CLF M	To control the car lighting in the machine room	●	
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	●

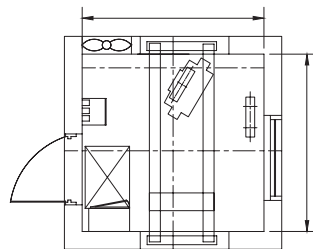
Remote monitoring screen display		
HES	Community monitoring	○
LIL	BA interface	○
PASSENGER COMFORT FUNCTIONS		
Entering and exiting the car		
ACL B	Precise re-leveling	●
ADO	Open early	●
BOF	Inspection and switch door	●
DCB I	Close the door inside the car	●
DOB OI	Open the door inside the car	●
NDC	Forced 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 (counterweight rear)

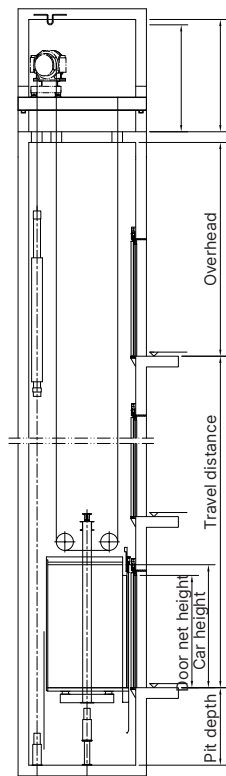
Load Capacity ≤ 1250kg



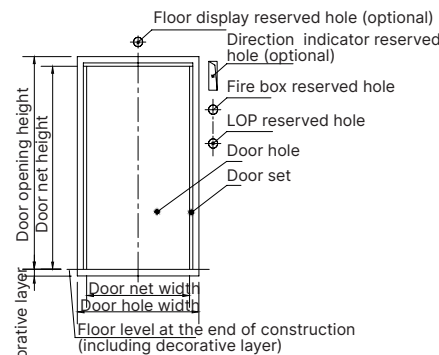
Counterweight rear
Sectional drawing of the shaft



Counterweight rear
Sectional drawing of the machine room

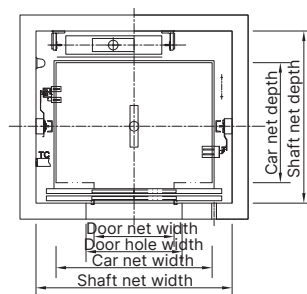


Counterweight rear
side view of the shaft

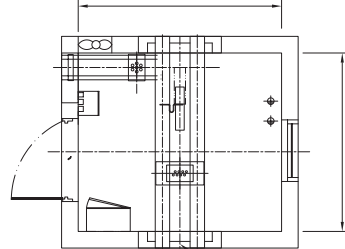


Door hall and LOP

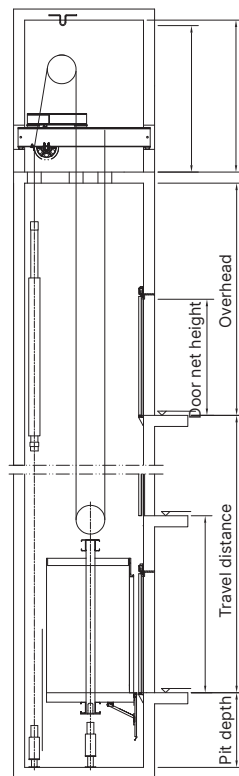
Load Capacity > 1250kg



Counterweight rear
Sectional drawing of the shaft



Counterweight rear
Sectional drawing of the machine room



Counterweight rear
side view of the shaft

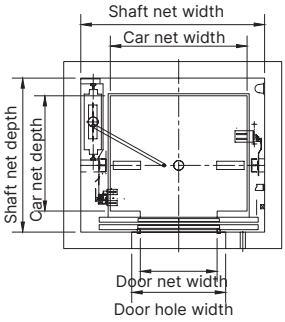
Persons/Load Capacity (kg)	Car dimensions (mm)	Car area (m ²)	Door width (mm)	Doorway width (mm)	Speed (m/s)	Minimum shaft dimensions (mm)	Operator position
8/630	1400×1100	1.540	Central opening-800	1000	≤1.75	1850×1700	F(Front)
10/800	1400×1350	1.890	Central opening-800	1000	≤2.0 2.5	1850×1950 1950×1990	F(Front)
13/1000	1600×1400	2.240	Central opening-900	1100	≤2.0 2.5	2050×2000 2150×2040	F(Front)
14/1050	1600×1500	2.400	Central opening-900	1100	≤2.0 2.5	2050×2100 2150×2140	F(Front)
15/1150	1800×1450	2.610	Central opening-1000	1200	≤2.0 2.5	2250×2100 2350×2100	F(Front)
16/1250	1950×1400	2.730	Central opening-1100	1300	≤2.0 2.5	2400×2100 2500×2100	F(Front)
18/1350	1950×1500	2.925	Central opening-1100	1300	≤2.5	2450×2200	F(Front)
21/1600	1950×1750	3.413	Central opening-1100	1300	≤2.5	2450×2450	F(Front)
24/1800	1950×1900	3.705	Central opening-1100	1300	≤2.5	2450×2600	F(Front)
26/2000	2100×1900	3.990	Central opening-1300	1500	≤2.5	2750×2600	F(Front)

Load Capacity (kg)	Speed (m/s)	Door height (mm)	Car height (mm)	Minimum pit depth (mm)	Minimum overhead (mm)
630	1.0	2100	2400	1250	3850 (3850)*
	1.6		2400	1350	4000 (3950)
	1.75		2400	1350	4050 (4000)
800~1050	1.0		2400	1250	3850 (3850)
	1.6		2400	1350	4000 (3950)
	1.75		2400	1350	4050 (4000)
	2.0		2400	1400	4150 (4000)
	2.5		2400	1850	4750 (4600)
1150~1250	1.0		2400	1250	3850 (3850)
	1.6		2400	1350	4000 (3950)
	1.75		2400	1350	4050 (4000)
	2.0		2400	1400	4150 (4000)
	2.5		2400	1850	4750 (4600)
1350~1600	1.0		2400	1300	4150 (4050)
	1.6		2400	1450	4350 (4250)
	1.75		2400	1450	4350 (4250)
	2.0		2400	1550	4450 (4350)
	2.5		2400	1850	4800 (4700)
1800~2000	1.0		2400	1400	4150 (4050)
	1.6		2400	1550	4350 (4250)
	1.75		2400	1550	4350 (4250)
	2.0		2400	1600	4450 (4350)
	2.5		2400	1850	4800 (4700)

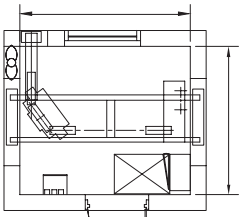
*Minimum overhead (the data in parentheses calculated based on car height of 2300mm and door height of 2100mm).

LAYOUT AND SPECIFICATION (counterweight side)

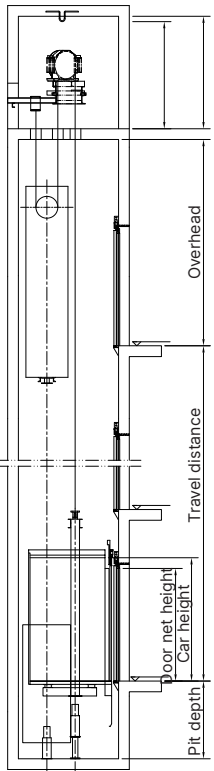
Load Capacity ≤ 1250kg



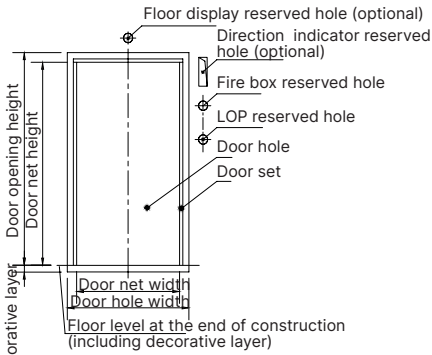
Counterweight side
Sectional drawing of the shaft



Counterweight side
Sectional drawing of the machine room

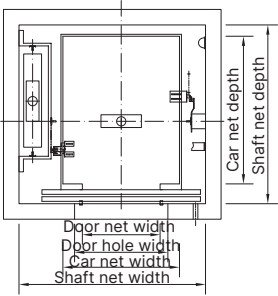


Counterweight side
side view of the shaft

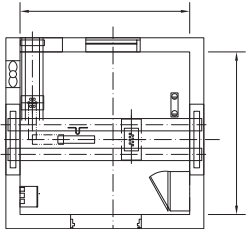


Door hall and LOP

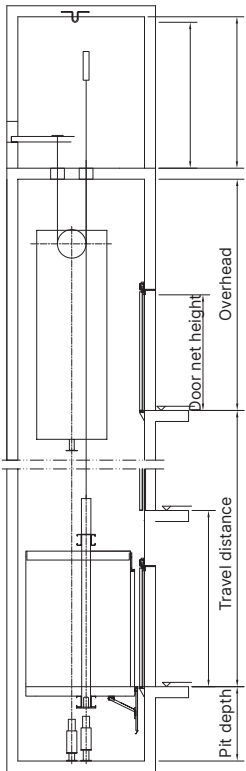
Load Capacity > 1250kg



Counterweight side
Sectional drawing of the shaft



Counterweight side
Sectional drawing of the machine room



Counterweight side
side view of the shaft

Persons/Load Capacity (kg)	Car dimensions (mm)	Car area (m ²)	Door width (mm)	Doorway width (mm)	Speed (m/s)	Minimum shaft dimensions (mm)	Operator position
8/630	1100×1400	1.540	Central opening-700	900	≤1.75	1675×1870	S(Side)
10/800	1350×1400	1.890	Central opening-800	1000	≤2.0 2.5	1900×1870 2000×1920	F(Front)
13/1000	1600×1400	2.240	Central opening-900	1100	≤2.0 2.5	2150×1870 2250×1920	F(Front)
14/1050	1600×1500	2.400	Central opening-900	1100	≤2.0 2.5	2150×1920 2250×1970	F(Front)
15/1150	1600×1600	2.560	Central opening-900	1100	≤2.0 2.5	2200×2150 2250×2150	F(Front)
16/1250	1600×1700	2.720	Central opening-900	1100	≤2.0 2.5	2200×2200 2250×2200	F(Front)
18/1350	1600×1850	2.960	Central opening-900	1100	≤2.5	2450×2275	F(Front)
21/1600	1600×2100	3.360	Central opening-900	1100	≤2.5	2450×2450	F(Front)
24/1800	1700×2200	3.740	Central opening-1000	1200	≤2.5	2550×2550	F(Front)
26/2000	1700×2300	3.910	Central opening-1000	1200	≤2.5	2550×2650	F(Front)

Load Capacity (kg)	Speed (m/s)	Door height (mm)	Car height (mm)	Minimum pit depth (mm)	Minimum overhead (mm)
630	1.0	2100	2400	1250	3750 (3690)*
	1.6		2400	1350	3950 (3810)
	1.75		2400	1350	4000 (3860)
800	1.0		2400	1250	3750 (3690)
	1.6		2400	1350	3950 (3810)
	1.75		2400	1350	4000 (3860)
	2.0		2400	1400	4100 (3960)
	2.5		2400	1850	4750 (4700)
1000	1.0		2400	1250	3750 (3690)
	1.6		2400	1350	3950 (3810)
	1.75		2400	1350	4000 (3860)
	2.0		2400	1550	4100 (4000)
	2.5		2400	1850	4750 (4700)
1050	1.0		2400	1250	3750 (3690)
	1.6		2400	1500	3950 (3810)
	1.75		2400	1500	4000 (3860)
	2.0		2400	1650	4100 (4100)
	2.5		2400	1850	4750 (4700)
1150~1250	1.0		2400	1250	3750 (3690)
	1.6		2400	1350	3950 (3810)
	1.75		2400	1350	4000 (3860)
	2.0		2400	1400	4100 (4100)
	2.5		2400	1850	4750 (4700)
1350~1600	1.0		2400	1300	4150 (4050)
	1.6		2400	1450	4350 (4250)
	1.75		2400	1450	4350 (4250)
	2.0		2400	1550	4450 (4350)
	2.5		2400	1850	4800 (4700)
1800~2000	1.0		2400	1400	4150 (4050)
	1.6		2400	1550	4350 (4250)
	1.75		2400	1550	4350 (4250)
	2.0		2400	1600	4450 (4350)
	2.5		2400	1850	4800 (4700)

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