

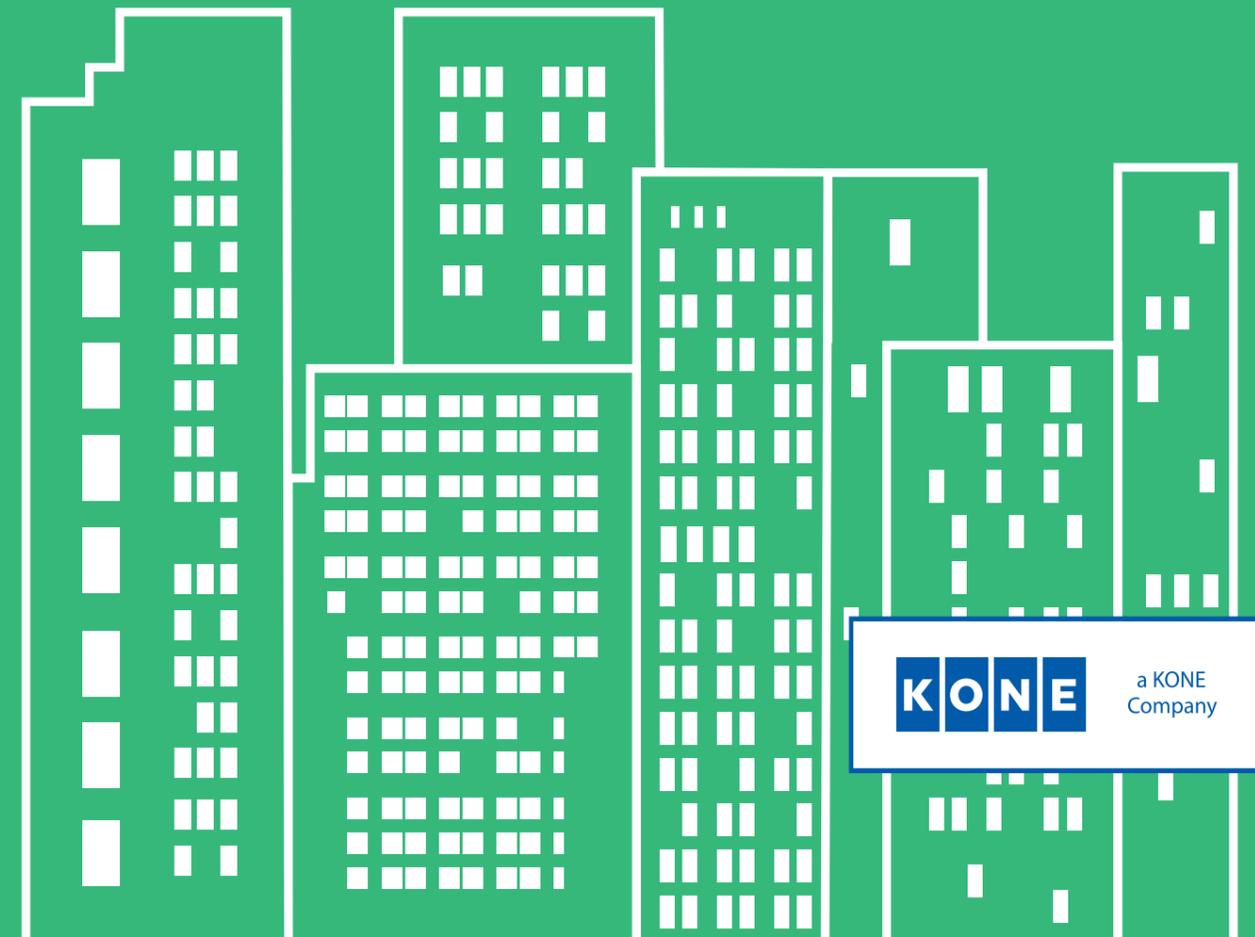
**Giant KONE**

# GPS35S

Passenger Elevator (SMR)

**GiantKONE Elevator Co., Ltd.**

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**KONE** a KONE Company

# CENTENNIAL KONE AND GLORY

Founded in 1910 in Helsinki, Finland, KONE Group pioneered the application of machine-room-less technology and has developed into a global leader in the elevator and escalator industry, operating in over 60 countries worldwide.

GiantKONE Elevator Co., Ltd. was established in China in 2005 as a subsidiary of KONE Group. Since its inception, it has been dedicated provide high-quality urban passenger transportation solutions. From a comprehensive product portfolio to advanced R&D, manufacturing, installation, and maintenance technologies, as well as diverse visual design options, GiantKONE delivers new experiences for its customers.

## 1910

KONE Group was Founded in 1910 in Helsinki, Finland.

## 2005

GiantKONE established in China in 2005 as a subsidiary of KONE Group.

## 3,000+

Staff.

## 50,000

Maximum annual production capacity.

# GPS35S

## GPS35S(SMR) SPECIFICATIONS

- **Standard** Highly standardized for efficient and fast delivery
- **Stable** Based on a mature and stable product platform
- **Sustainable** Green and energy-saving, with a focus on sustainable development
- **Suitable** Designed with customer needs in mind, perfectly suitable for various buildings

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

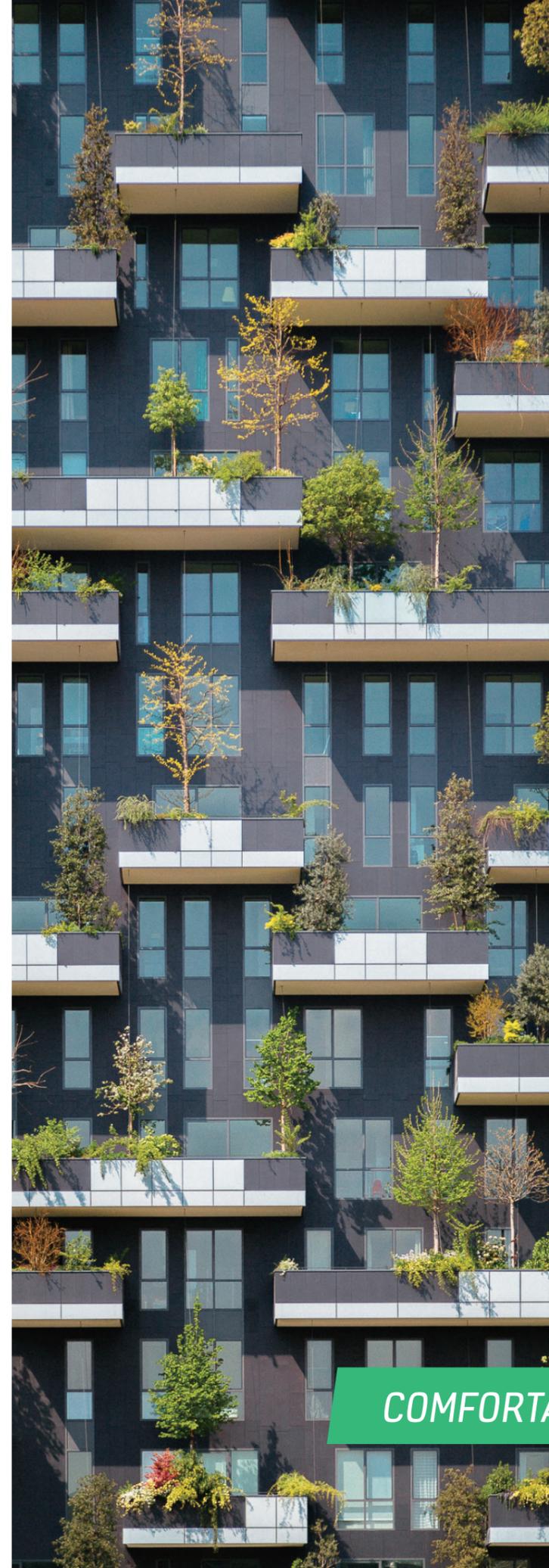
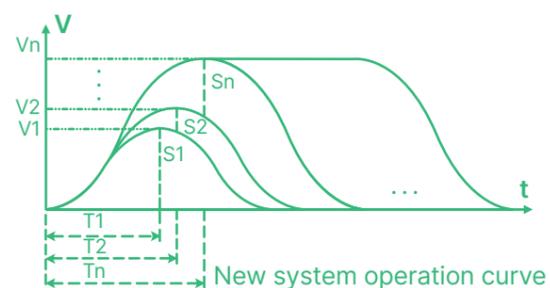
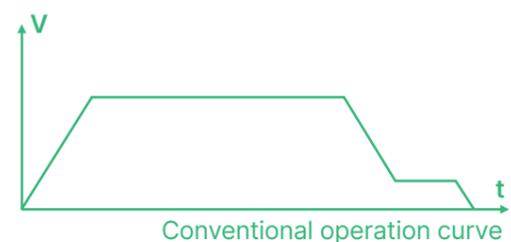
Note: GPS35S is available for scenic elevator and bed elevator. For more information, please contact sales team.

## NEW INTELLIGENT TECHNOLOGY

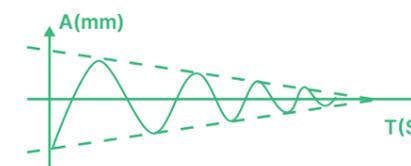


### Intelligent Control System

- 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 to ensure 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 current can be adjusted in real time according to load changes, 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

## LIMITED SPACE CREATE ENDLESS POSSIBILITIES

Craftsmanship, materials, and structure are artfully presented through points, lines, and surfaces, allowing users to enjoy a quality life in elegance and refinement and experience the true essence of life in simplicity and authenticity.

The serene scenery flows seamlessly through a smooth and comfortable riding experience. GiantKONE elevators feature exquisite interior design. With a variety of personalized styles to meet diverse customer needs, they harmoniously unite reliable internal quality with refined visual aesthetics.



GiantKONE



## WITH THE ARCHITECTURAL STYLE OF YOUR BUILDING

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



**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



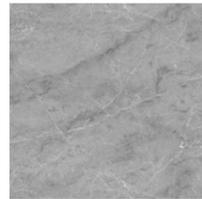
**G1025036**  
Stainless steel, LED light



**G1025050\_ST**  
Stainless steel, LED light

Note: Option of painted steel sheet available.

/ FLOOR /



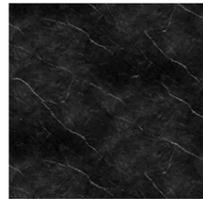
51950073  
(PVC)



51950074  
(PVC)



51782380  
(PVC)



51782381  
(PVC)

Note: Option of marble available.

/ HANDRAIL /



G32104



G32105

/ FIRE BOX /



218

/ COP /

/ 218 (Std.) /



Segment  
(standard)

/ COP Display type /



Dot Matrix

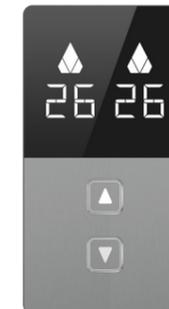


Segment

/ 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	●
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### 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

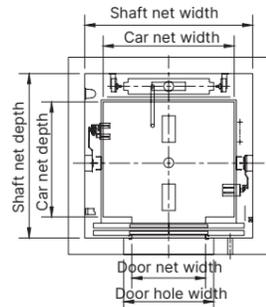
CCB	Reverse internal call	●
CRC	Command elimination	●
FCC C	Internal calls to prevent trouble	●
LCC	Outbound call interlock	●
SPB BP	Button anti-adhesion	●

### Ride comfort

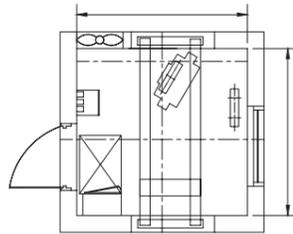
AGC	Automatically generate curves	●
DIR S	Dock directly	●
OCL A	Car lighting energy saving	●
OCL AF	Car lighting control	○
OCV A	Car ventilation and energy saving	●
OCV AF	Car ventilation control	○
STP	start compensation	●

# LAYOUT AND SPECIFICATION (counterweight rear)

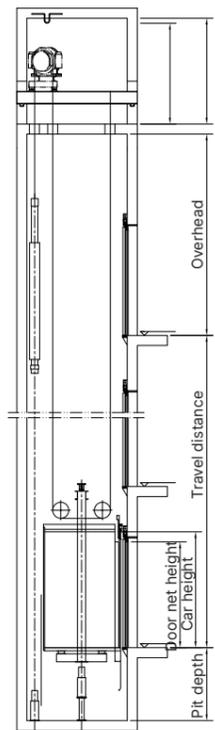
## Load Capacity ≤ 1250kg



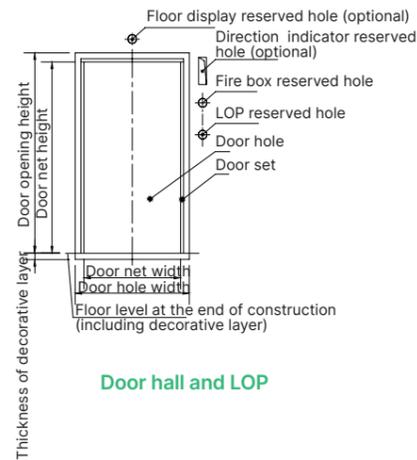
Counterweight rear  
Sectional drawing of the shaft



Counterweight rear  
Sectional drawing of the machine room

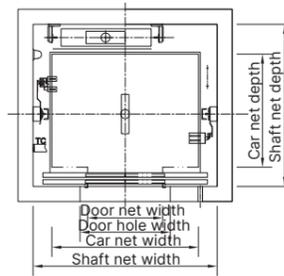


Counterweight rear  
side view of the shaft

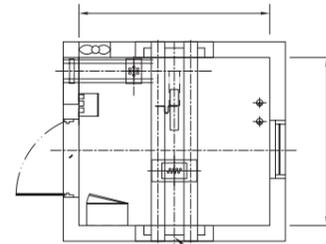


Door hall and LOP

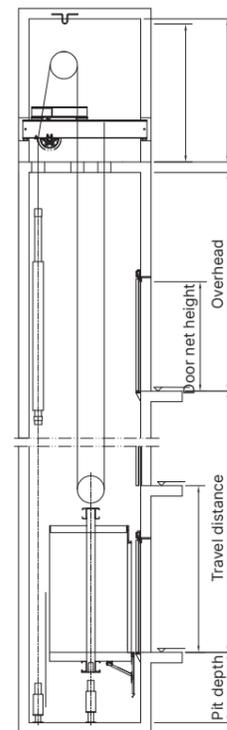
## Load Capacity > 1250kg



Counterweight rear  
Sectional drawing of the shaft



Counterweight rear  
Sectional drawing of the machine room



Counterweight rear  
side view of the shaft

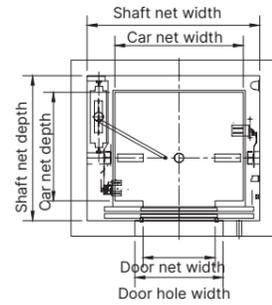
Persons/Load Capacity (kg)	Car dimensions (mm)	Car area (m <sup>2</sup> )	Door width (mm)	Doorway width (mm)	Speed (m/s)	Minimum shaft dimensions (mm)	Operator position
8/630	1400×1100	1.540	Central opening-800	1000	≤1.75	1850×1700	F(Front)
10/800	1400×1350	1.890	Central opening-800	1000	≤2.0	1850×1950	F(Front)
					2.5	1950×1990	
13/1000	1600×1400	2.240	Central opening-900	1100	≤2.0	2050×2000	F(Front)
					2.5	2150×2040	
14/1050	1600×1500	2.400	Central opening-900	1100	≤2.0	2050×2100	F(Front)
					2.5	2150×2140	
15/1150	1800×1450	2.610	Central opening-1000	1200	≤2.0	2250×2100	F(Front)
					2.5	2350×2100	
16/1250	1950×1400	2.730	Central opening-1100	1300	≤2.0	2400×2100	F(Front)
					2.5	2500×2100	
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)	
1800~2000	2.0	2400	1550	4450 (4350)	
	2.5	2400	1850	4800 (4700)	
	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)	

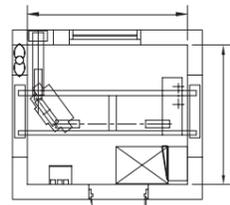
\*Minimum overhead (the data in parentheses calculated based on car height of 2300mm and door height of 2100mm).

# LAYOUT AND SPECIFICATION (counterweight side)

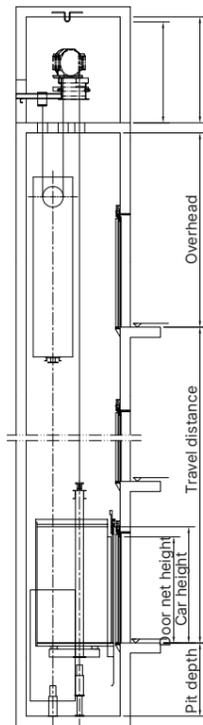
## Load Capacity ≤ 1250kg



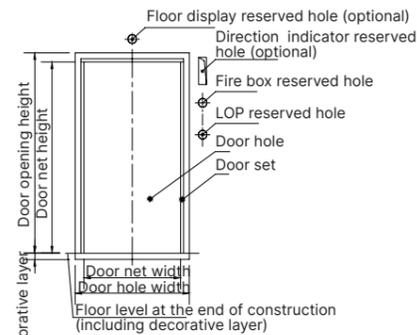
Counterweight side  
Sectional drawing of the shaft



Counterweight side  
Sectional drawing of the machine room

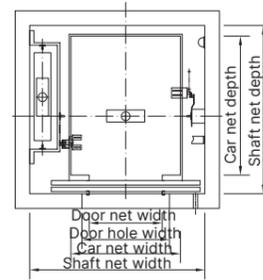


Counterweight side  
side view of the shaft

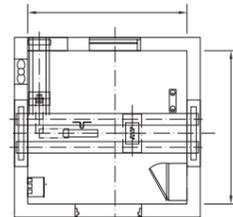


Door hall and LOP

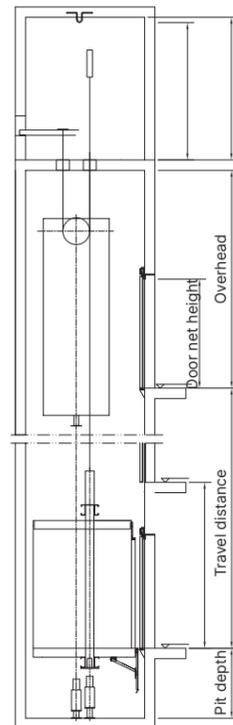
## Load Capacity > 1250kg



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 <sup>2</sup> )	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	1900×1870	F(Front)
					2.5	2000×1920	F(Front)
13/1000	1600×1400	2.240	Central opening-900	1100	≤2.0	2150×1870	F(Front)
					2.5	2250×1920	F(Front)
14/1050	1600×1500	2.400	Central opening-900	1100	≤2.0	2150×1920	F(Front)
					2.5	2250×1970	F(Front)
15/1150	1600×1600	2.560	Central opening-900	1100	≤2.0	2200×2150	F(Front)
					2.5	2250×2150	F(Front)
16/1250	1600×1700	2.720	Central opening-900	1100	≤2.0	2200×2200	F(Front)
					2.5	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).