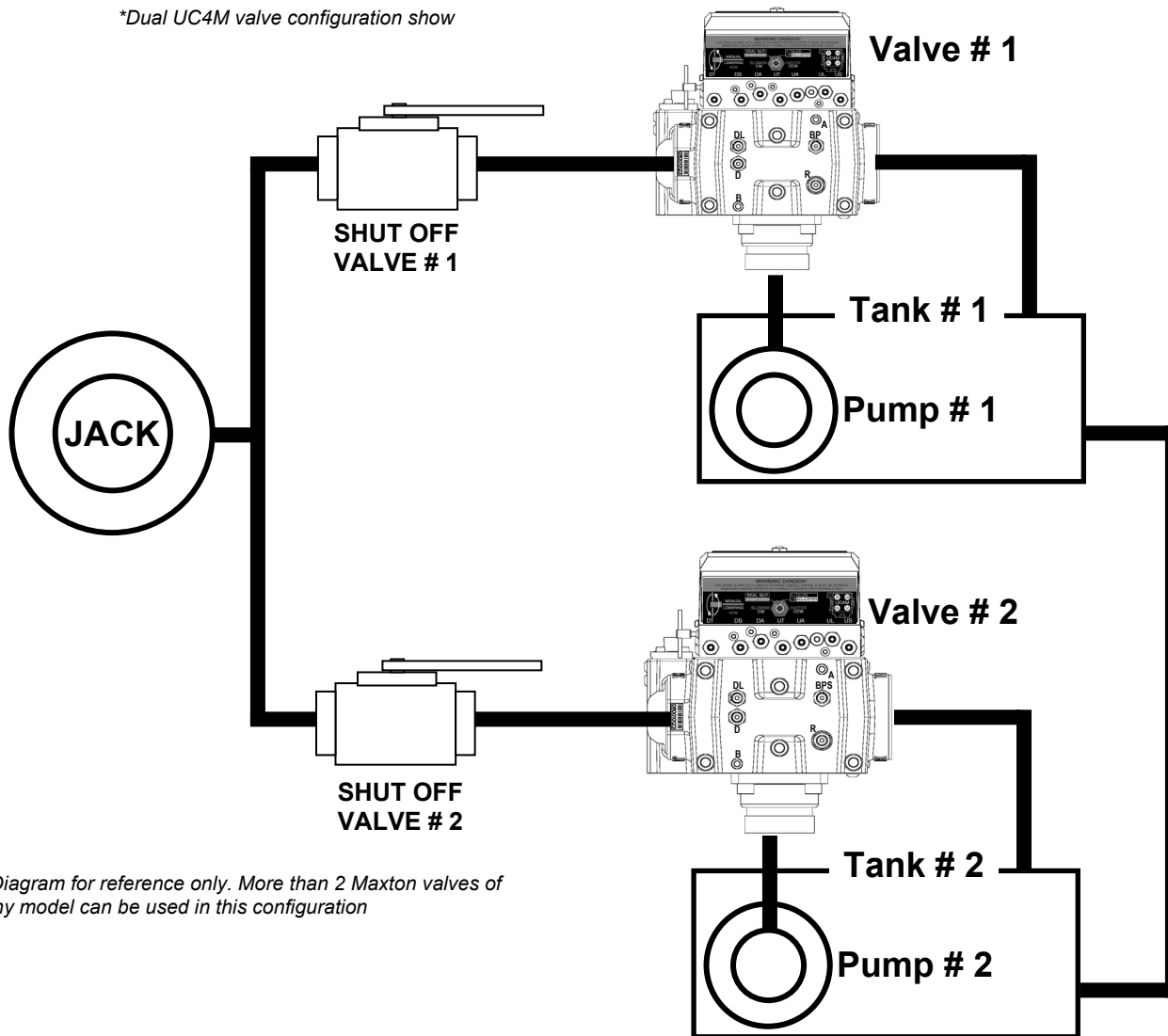




# MULTIPLE CONTROL VALVE SETUP AND ADJUSTMENT PROCEDURE

*\*Dual UC4M valve configuration show*



*\*Diagram for reference only. More than 2 Maxton valves of any model can be used in this configuration*

## ADJUSTMENT ( Valve # 1 )

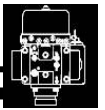
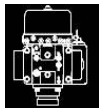
( If necessary see adjustment procedure in Maxton product guide for more Maxton valve adjusting information.)

**UP Section Adjustment** - Isolate valve # 1 by electrically disconnecting pump # 2 and closing shut off valve # 2. This will allow independent adjustment between each valve.

1. Set BPS - disconnect the US Coil, start the pump for the valve to be adjusted. Turn the BPS adjuster in (CW) until the car moves up, then back the adjuster out (CCW) until the car stalls, then back out the adjuster 1/2 turn more. Snug the adjuster lock nut. No further adjustment is needed.

2. Set UA - Re-connect the US Coil, make an up call. The car should come up to speed in 24 - 36 inches of car motion. Open UA adjuster more (CCW) if the acceleration is sluggish, and turn in UA (CW) if the acceleration is too fast.

**(Note: When the idle pump and valve unit(s) are later added, the combined acceleration may need to be softened. Soften UA with equal incremental adjustments of UA on each control valve.)**



3. Set UT - Turn the up transition adjuster slightly, in or out, to bring the car to stabilized leveling speed at a distance 4" - 6" below the floor level.
4. Set UL – Disconnect the U Coil, turn the UL adjuster in (CW) to a stop. Place call, the car should move upwards about 3-5 feet per minute. (If not, set the LS adjuster.) Set the elevator to 5 – 6 feet per minute by turning UL OUT (CCW). Later, with valve units combined the elevator should reach a leveling speed of 10 - 12 feet per minute.
5. Set US - Turn the US (Up Stop) adjuster to the full out (CCW) position. The elevator should stop about 1/8" to 3/8" below floor level at each floor with all US adjusters in the full out position. Turn in the US adjuster on one designated valve to bring the car up to the exact floor level. (Each pump motor should be timed to run ½ second after the car has come to a stop at the floor level.)
6. Set Relief - Land car in pit and install pressure gauge in A port. Then register an up call with a fully loaded car, making note of Maximum operating pressure. Turn UA and RELIEF adjuster OUT (CCW) to stop. Close the manual shut off valve to the jack. Register an up call, observe pressure gauge and turn RELIEF IN (CW) to increase pressure. Final setting should be in accordance with local code requirement not to exceed 150% of maximum operating pressure. Tighten the lock nut (snug). Restart to check the pressure relief setting. Seal as required. Open the manual shut off valve to the jack. Readjust UA for proper Up Acceleration.\*(Accel 0.04g-0.09g).

**DOWN Section Adjustment** - Start and adjust each valve unit separately. Later, combine the valve units and make final adjustments as indicated.

1. Set the Down Speed (D) - the down speed for an individual unit is obtained by dividing the contract speed by the number of down valves used. Add 10 % for UC-2 and UC-2A valve down speed setting.
2. Set Down Leveling Speed (DL) - set DL to 3-5 foot per minute on each DL valve, or set DL on one designated valve for a down leveling speed of 6 - 10 feet per minute.
3. Set Down Transition (DT) so that the car slows to stabilized leveling speed about 4 - 6 inches above the floor.
4. Set the down acceleration (DA) so that the car comes up to speed within 24 - 36 inches of down motion. When the valve units are combined the combined acceleration may need to be softened. If so, adjust each valve DA setting incrementally the same amount.
5. Down Stop (DS) - If a more solid down stop is required, open DS as required. When valves are combined, if adjustment is needed, adjust DS incrementally in or out the same on each valve.

### Adjustment ( Valve # 2 )

Reconnect pump # 2 and open shut off valve # 2. Electrically disconnect pump # 1 and close shut off valve # 1

1. Perform all previous steps on valve # 2.

Some fine adjustment maybe needed once both systems are reconnected and the independent adjustments are complete. After adjustments of valve # 1 and # 2 are finished, combine the pump and valve units and make final adjustments as indicated.