

**THE INFORMATION PRESENTED HEREIN IS FOR USE BY SKILLED HYDRAULIC ELEVATOR PROFESSIONALS**

**SPECIAL CONSIDERATIONS:**

Make all adjustments at minimum pressure (no load on elevator) except where noted. "IN" is ALWAYS (CW) clockwise. "OUT" is ALWAYS (CCW) counterclockwise. **THE CONTROL PLATE ADJUSTERS HAVE SEAL NUTS, NOT LOCK NUTS.** Adjust nut only to set seal friction (friction will maintain adjustment). When adjustment procedure calls for coils to be disconnected, disconnect them electrically. Do not remove them physically. Make adjustments with a minimum oil temperature of 80° F, not to exceed 100° F maximum. Maxton recommends the use of a 5 micron filtration system. With the presence of at least some adverse conditions in most installations, serious consideration should be given to overhaul or replacement of a control valve on a five year cycle.

**GAUGE PORTS:**

Gauge ports - 1/8" NPT provided at points A, B and S.  
**A** Port: Pump pressure (RELIEF, WORKING PRESSURE).  
**B** Port: Jack pressure (STATIC, DOWN RUNNING).  
**S** Port: Low pressure switch port.

**Note: The minimum operating pressure at port B should be at least 175 psi (12 bar) as car is moving down full speed with no load. See flow chart.**

\* **SAFETACH** performance meter validates valve adjustment by providing direct speed and acceleration (g-force) readouts.

**OPERATIONAL DATA:**

**Min. / Max. Pressure:** 175-800 psi (3.4-55 bar)  
**Max. Rated Flow:** 185 gpm (700 l / min.)  
**Operating Temperature:** 80°-150° F (26°- 65° C)  
**Optimal Temp. Range.** 100°-130° F (38°- 54° C)  
**Oil Type:** Hyd. ISO VG 32  
 150 SUS @ 100° F (38° C)

**Questions:** Call Tech Support (775) 782-1700 (7am-4pm PST), use Maxtonvalve.com or download Maxton Mobile Mechanic from your APP Store

- 1 **BPS** Disconnect the **US** coil, turn **UA** IN (CW) register an up call and turn **BPS** IN (CW) until the car just moves. Next, turn the **BPS** adjuster OUT (CCW) until it stops the movement of the car, then OUT 1/ 2 turn more. Snug lock nut on **BPS** adjuster and stop pump. NOTE: If car does not move with **BPS** fully IN (CW), the valve may be oversized for the job (consult factory for proper valve sizing). Reconnect the **US** coil.
- 2 **UA** Register an up call (pump running, **U** & **US** coils energized, car should not move), slowly turn **UA** OUT (CCW) to attain full up speed within 24 to 36 inches. \* **(Accel 0.04g-0.09g)**.
- 3 **UL** Disconnect the **U** coil. Turn **UL** adjuster IN (CW) to stop and register an up call. Leveling speed should be 3 to 5 fpm. (If not, readjust **LS**\*). Turn **UL** adjuster OUT (CCW) to attain 9 to 12 fpm leveling speed. Reconnect the **U** coil and lower the car to lowest landing. \***(Read leveling speed)**.
- 4 **UT** Register an up call and turn **UT** IN (CW) so that the car slows to provide 4 to 6 inches of stabilized up leveling. Repeat steps 3 and 4 as necessary. \***(Decel 0.04g-0.09g)**.
- 5 **US** With **US** adjuster fully OUT (CCW), car should stop 1/4" to 3/8" below floor. After a normal up run, turn **US** IN (CW) as needed to bring car to floor level. The pump must be timed to run 1/2 second after the car has reached the floor.
- 6 With empty car at bottom floor, disconnect **U** & **US** coils and register a call. The car must not move. If movement occurs, check **BPS** and **US**.
- LS\*** Dot on the **LS** adjuster should be referenced to the line between F / S. When necessary, disconnect the **U** coil and turn the **UL** adjuster IN (CW) to stop. Unlock the **LS** adjuster by loosening the screw next to the symbol 1 turn. Move the **LS** adjuster slightly toward S for slower or F for faster leveling speeds. Set adjustment from 3 to 5 fpm with the **LS** adjuster, tighten locking screw down, verify **LS** speed after tightening screw, then repeat step 3.  
 \* **(Level Speed Test 3 to 5 fpm)**.

- 7 **DSR** Register a down call and turn **DSR** OUT (CCW) until the car reaches approx. 5% above contract speed. NOTE: You may need to turn **DT** IN (CW) until the car begins down acceleration. In order to achieve desired speed, **D** may need to be turn OUT (CCW).
- 8 **D** Register a down call to set your actual contract speed with **D** adjuster (CW slower). Tighten the lock nut (snug) & send car to upper landing. \***(Read high speed)**.
- 9 **DL** Disconnect **D** coil. Register a down call and set down leveling speed at 6 to 9 fpm with the **DL** adjuster. Tighten the lock nut (snug tight). Reconnect **D** coil. \* **(leveling speed 6 to 9 fpm)**.
- 10 **DT** Register a down call and turn **DT** IN (CW) so that the car slows to provide 4 to 6 inches of stabilized down leveling. NOTE: A minor re-adjustment of **DL** may be necessary. Send car to upper landing. \* **(Decel 0.04g-0.09g)**.
- 11 **DA** Turn **DA** IN (CW) until desired rate of acceleration is achieved. Full down speed should be attained within 24 to 36 inches. \* **(Accel 0.04-0.09g)**.
- ML** MANUAL LOWERING: Push **ML** button to lower car downward at leveling speed when necessary

- R RELIEF:**
- A. Land car in pit and install pressure gauge in **A** port.
  - B. Register an up call with a fully loaded car, making note of Maximum operating pressure.
  - C. Turn **UA** and **RELIEF** adjuster OUT (CCW) to stop.
  - D. Close the manual shut off valve to the jack.
  - E. 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.
  - F. Tighten the lock nut (snug).
  - G. Restart to check the pressure relief setting. Seal as required .
  - H. Open the manual shut off valve to the jack.
  - I. Readjust **UA** for proper Up Acceleration.  
 \***(Accel 0.04g-0.09g)**.

DEFAULT SETTINGS					
If valve is received from Maxton, only minor adjustments may be required.					
CONTROL PLATE					
US	UP STOP	OUT	(CCW)	to stop	(faster rate)
UL	UP LEVEL	IN	(CW)	to stop	(slower rate)
UA	UP ACCELERATION	IN	(CW)	to stop	(slower rate)
UT	UP TRANSITION	OUT	(CCW)	to stop	(faster rate)
R	RELIEF	APPROX 450 psi (CW increases pressure)			
VALVE BODY					
BPS	BY-PASS SIZING	OUT	(CCW)	to stop	(delays up start)
LS	LEVEL SPEED (factory set)	DOT ON LINE		(set 3-5 fpm)	
R	RELIEF	APPROX 450 psi (CW increases pressure)			

DEFAULT SETTINGS					
If valve is received from Maxton, only minor adjustments may be required.					
CONTROL PLATE					
DT	DOWN TRANSITION	OUT	(CCW)	to stop	(faster rate)
DA	DOWN ACCELERATION	OUT	(CCW)	to stop	(faster rate)
ML	MANUAL LOWERING	Push Button			
VALVE BODY					
D	DOWN SPEED	Turn OUT (CCW)	9 threads above lock nut.		(faster speed)
DL	DOWN LEVEL	Turn OUT (CCW)	2 threads above lock nut.		(faster speed)
DSR	DOWN SPEED REGULATOR	Turn IN (CW)	1 thread above jam nut		

