**DUAL OSV ADJUSTMENT PROCEDURES**

**MAIN CONTROL VALVE**

**ADJUSTMENT (OSV#1):**

**IMPORTANT:**  **NOTE THE NUMBER OF TURNS IN ON THE TS AND CR ADJUSTER.**

1. Set car speed by adjusting the down valve (Main control valve) to **HALF** of the desired tripping speed.
2. Return car to the upper floor; Turn MS (Manual Shut Off) adjuster IN (CW) to stop on the OSV#2.
3. OSV#1: Turn TS Adjuster IN (CW) one turn. Exit the pit and register a down call. Repeat this procedure until the valve actuates. **NOTE THE NUMBER OF TURNS IN ON THE TS ADJUSTER.**
4. Return car to the upper floor. Lock TS jam nut. Turn CR IN (CW) three turns. Exit the pit and register a down call. Repeat this procedure using one-turn increments to obtain a comfortable, firm stop. **NOTE THE NUMBER OF TURNS IN ON THE CR ADJUSTER.**

**ADJUSTMENT (OSV#2):**

5. OSV#2: Turn MS and TS adjusters OUT (CCW) to stop.
6. Turn TS adjuster IN (CW) the same number of turns as TS on OSV#1 from initial setting.
7. Turn CR adjuster IN (CW) the same number of turns as CR on OSV#1 from initial setting.
8. Send car down. OSV#1 should trip. Send car to upper floor.

**TESTING OSV’s:**

9. Increase the car speed by opening the down valve (Main control valve) to verify that tripping speed is within Local Code requirements.
10. Seal TS and CR adjusters on both OSV’s as required by local code.
11. Adjust the main down valve and down transition back to normal settings.
   (Contract Speed = Full down speed with rated load).

**ALTERNATE METHOD (TABLE AND CHART)**

Verify tripping flow on the PRECALCULATED TRIPPING FLOW TABLE. Divide TRIPPING FLOW by two (TRIPPING FLOW / 2). Turn TS in (CW) on both valves as indicated on the TRIPPING SPEED PRESET GRAPH. Exit the pit and register a down call. Minor adjustment may be needed for final tripping speed. Adjust valves equally.