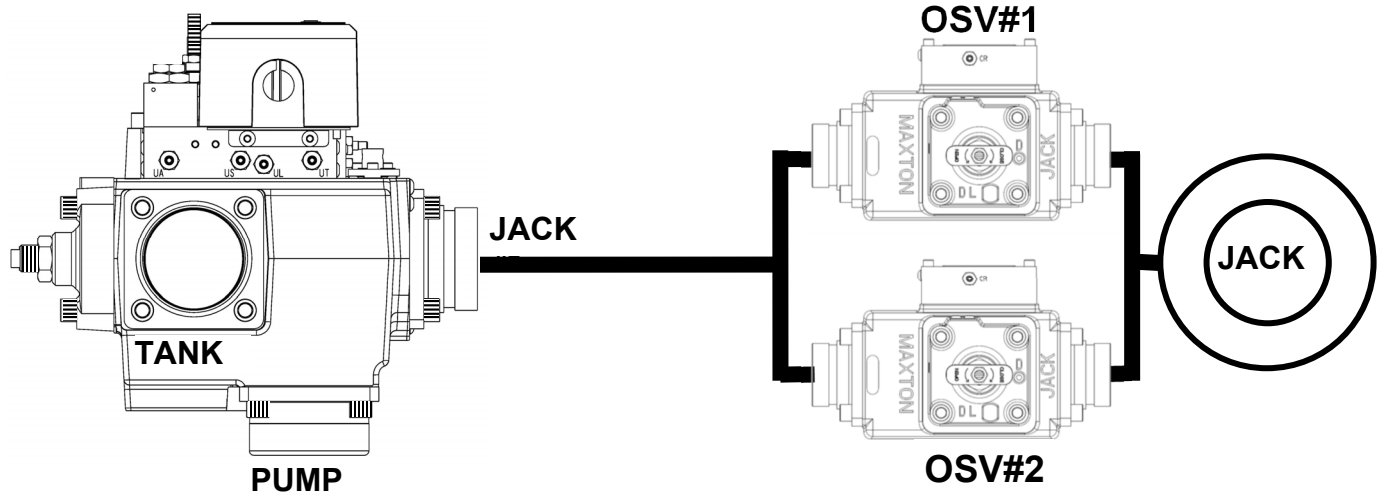


THE INFORMATION CONTAINED HEREIN IS FOR USE BY SKILLED HYDRAULIC ELEVATOR PROFESSIONALS

DUAL OSV ADJUSTMENT PROCEDURES

MAIN CONTROL VALVE



ADJUSTMENT (OSV#1):

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

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.