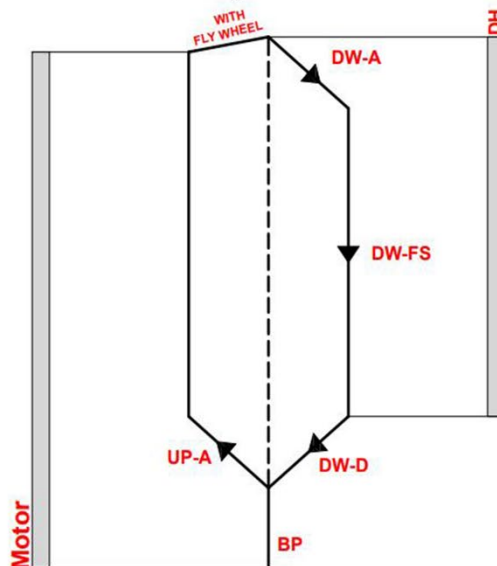


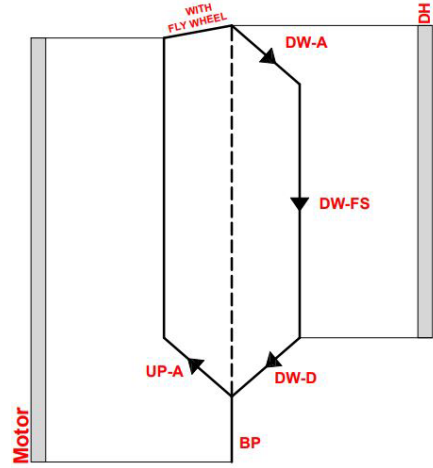
AKİŞ VALVE



Akiş1V1



AKİS1V1 VALVE ADJUSTMENT GUIDELINE



- 1.“DH”: Down full speed coil
2. Manometer
- 3.“Manual Down”
- 4.“Relief Valve” (Pressure Relief Valve)
- 5.“Slack Rope”
6. By-Pass valve (BP)
- 7.“UP-A”: Up acceleration
- 8.“DW-A”: Down acceleration
- 9.“DW-FS”: Down full speed
- 10.“DW-D”: Down deceleration

ADJUSTMENTS

Adjustment Procedure

*Before adjusting bypass and max pressure, it is good to tighten clockwise completely all acceleration and deceleration screws (UP-A, DW-A, DW-D) with “Allen Key 3”, and then loosen 1,5 turns counterclockwise. This is a good starting point for all acceleration and deceleration screws.



A) BY-PASS ADJUSTMENT

Adjustment	Key
"BYPASS" (BP)	Allen Key 4

1. Tighten the "UP-A" clockwise **completely** with "Allen Key 3".
2. Loosen the by-pass screw counterclockwise with "Allen Key 4".
3. Energise motor. (give "up" command)
4. Observe the cabin. **(the cabin shall not move)**
5. Tighten the by-pass screw clockwise with "Allen Key 4" until you see the first movement on the cabin.
6. After seeing the first movement on the cabin, loosen the by-pass screw counterclockwise with "Allen Key 4" until the cabin stops.
7. De-energize motor.
8. Loosen 1,5 turns the "UP-A" screw counterclockwise with "Allen Key 3".

B) RELIEF VALVE (PRESSURE RELIEF) ADJUSTMENT

Adjustment	Key
"RELIEF VALVE" (Pressure Relief Valve)	Allen Key 5 + 19 wrench

1. Loosen the lock nut of the pressure relief valve with "19 wrench".
2. Loosen the pressure relief valve counterclockwise with "Allen Key 5".
3. Close the ball valve.
4. Reset the pressure to "0" by using the manual down. **(Check the value on the manometer, it should be "0")**
5. Energise motor (give "up" command)
6. Tighten the "relief valve" clockwise with "Allen Key 5", observe the manometer, continue until the set pressure reaches the desired value. **(the set value is approximately 1.4 times the working pressure)**
7. Tighten the lock nut with "19 wrench".
8. Stop the motor.
9. By using manual down reset the pressure to zero.
10. **To test the setting;**
 - Energise motor. (give "up" command)
 - Observe the manometer
 - If the value on the manometer is the set value you set, your setting is correct.
 - If the value is not exactly your desired value, then make fine-tuning.
 - Stop the motor, after test is completed.
11. Open the ball valve.



C) Adjustment UP

1.UP ACCELERATION (UP-A) ADJUSTMENT

Adjustment	Key
"UP-A"	Allen Key 3

*Ideal acceleration time is approximately 2,5 sec.

1. Tighten clockwise **UP-A** completely with "**Allen Key 3**",
2. Then loosen the **UP-A** screw 1,5 turns counterclockwise with "**Allen Key 3**"
3. Energise motor. (give "up" call)
4. Observe the cabin acceleration.
-If acceleration time is too short, tighten clockwise **UP-A**, ¼ turns.
-If acceleration time is too long, loosen counterclockwise **UP-A** ¼ turns.
5. Repeat the steps until the desired value is achieved.
6. Stop the motor

D) Adjustment Down

1. DOWN FULL SPEED (DW-FS) ADJUSTMENT

Adjustment	Key
"DW-FS"	Allen Key 4

*Down high speed and Up high speed should be similar.

1. Tighten the **DW-FS** screw clockwise completely with "**Allen Key 4**"
2. Energise high speed (**DH**) coil. (give "Down" command).
3. Loosen counterclockwise **DW-FS** with "**Allen Key 4**" until desired speed is achieved.
4. Cut off the power of the down high speed (**DH**) coil.

2.DOWN ACCELERATION (DW-A) ADJUSTMENT

Adjustment	Key
"DW-A"	Allen Key 3

*Desired acceleration time is around 2,5 sec.

1. Tighten clockwise **DW-A** completely, with "**Allen Key 3**"
2. Loosen the **DW-A** screw counterclockwise 1,5 turns with "**Allen Key 3**"
3. Energise down high speed (**DH**) coil. (give "down" command)
4. Observe the cabin's acceleration.
- If acceleration time is too short, tighten clockwise **DW-A** ¼ turns.
- If acceleration time is too long, loosen counterclockwise **DW-A** ¼ turns.
5. Cut off the power of down high speed (**DH**) coil.

3.DOWN DECELERATION (DW-D) ADJUSTMENT

Adjustment	Key
"DW-D"	Allen Key 3

1. Tighten clockwise completely **DW-D**, with "**Allen Key 3**"
 2. Loosen the **DW-D** screw **1,5 turns** counterclockwise with "**Allen Key 3**".
 3. Energise down high speed (**DH**) coil. (give "down" call)
 4. Observe the cabin's stopping action.
 - If deceleration time is too short, tighten **DW-D**, clockwise ¼ turns.
 - If deceleration time is too long, loosen **DW-D** counterclockwise ¼ turns.
 5. Cut off the power of down high speed (**DH**) coil.
- *DW-D setting should be long enough to maintain soft stop, short enough to prevent over-travel.

E) SLACK ROPE VALVE ADJUSTMENT

Adjustment	Key
"SLACK ROPE"	Allen Key 4 + 13 wrench

*This setting blocks manual down function in low pressure. Manual down will not function, under set pressure.

DH coil must be de-energized. The lock nut is removed with 13 wrench. The SLACK ROPE adjustment is done with using "**Allen Key 4**". For high pressure tighten clockwise, for low pressure loosen counterclockwise. When the cabin is seated on the buffers, the piston shouldn't move down. Therefore, the SLACK ROPE is first tightened completely clockwise. When Manual Down is open, it is loosened until the piston moves, then tightened ½ turns to complete the adjustment.

F) "MANUAL DOWN"

Adjustment	Key
"MANUAL DOWN"	

Manuel down operation is done by triangle door opening key.