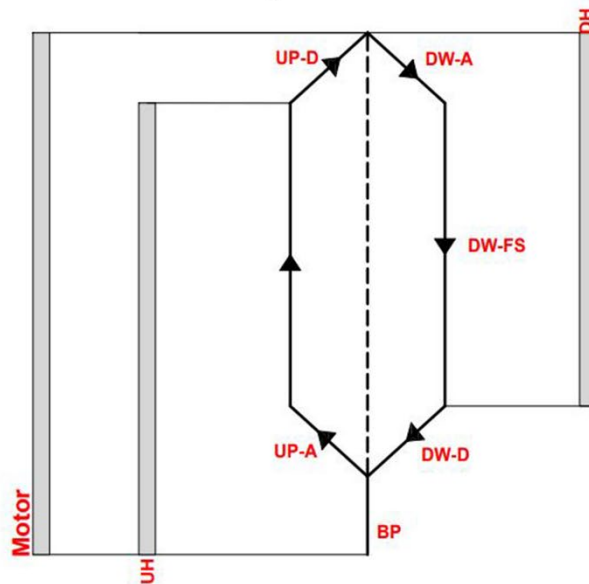


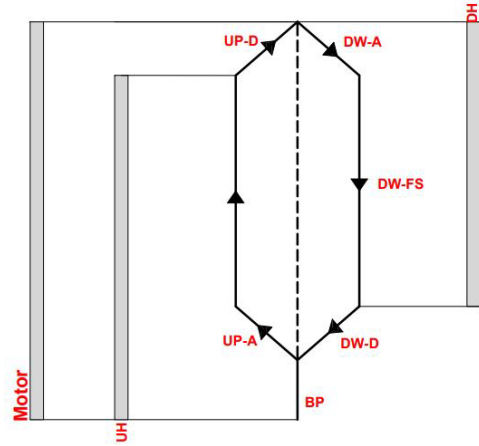
AKİŞ VALVE



Akiş2V2



AKİS2V2 VALVE ADJUSTMENT GUIDELINE



1. "UH Solenoid": Up full speed coil
2. "DH Solenoid": Down full speed coil
3. Manometer
4. "Manual Down"
5. "Relief Valve" (Pressure Relief Valve)
6. "Slack Rope"
7. By-Pass valve (BP)
8. "UP-A" : Up acceleration
9. "UP-D" : Up deceleration
10. "DW-A": Down acceleration
11. "DW-FS": Down full speed
12. "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, UP-D, 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
"BY PASS" (BP)	Allen Key 4

1. First, disconnect up high speed (**UH**) coil.
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. Reconnect up high speed (**UH**) coil.
8. De-energize motor.

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 and up high speed (**UH**) coil. (give "up" command)
6. Tighten the Relief Valve clockwise with **"Allen Key 5"**, observe the manometer, continue until the pressure reaches the set value. (**the set value is 1.4 times the working pressure**)
7. Tighten the lock nut on the relief valve with **"19 wrench "**.
8. De-energize motor and up high speed (UH) coil.
9. By using manual down reset the pressure to zero.
10. **To test the setting;**
 - Energise motor and up high speed (UH) coil. (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.
11. De-energize motor and up high speed (**UH**) coil.
12. 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 and up high speed (**UH**) coil. (give "up" command)
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. De-energize motor and up high speed (**UH**) coil.

2. UP DECELERATION (UP-D) ADJUSTMENT

Adjustment	Key
"UP-D"	Allen Key 3

*Up deceleration should be around 2,5sec

1. Tighten clockwise **UP-D** screw completely,
2. Then loosen the **UP-D** screw 1,5 turns counterclockwise with "**Allen Key 3**"
3. Energise motor and up high speed (**UH**) coil. (give "up" command)
4. Observe the cabin stop.
-If deceleration time is too short, tighten clockwise **UP-D** ¼ turns.
-If deceleration time is too long, loosen counterclockwise **UP-D** ¼ turns.
6. Repeat the steps until the desired value is achieved.
7. De-energize motor and up high speed (**UH**) coil.

D) Adjustment Down

1. DOWN UP 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 the high speed (**DH**) coil. (give "Down" command).
3. Loosen the **DW-FS** screw counterclockwise with "**Allen Key 4**", until the desired speed is achieved.
4. Repeat the steps until the desired value is achieved.
5. De-energize the down high speed (**DH**) coil.



2.DOWN ACCELERATION (DW-A) ADJUSTMENT

Adjustment	Key
"DW-A"	Allen Key 3

* Down acceleration should be around 2,5sec

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. De-energize the down high speed (**DH**) coil.

3.DOWN DECELERATION (DW-D) ADJUSTMENT

Adjustment	Key
"DW-D"	Allen Key 3

1. Tighten clockwise **DW-D** completely, 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" command)
 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. De-energize the 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"

Ayar	Anahtar
"MANUAL DOWN"	

Manuel down operation is done by triangle door opening key.