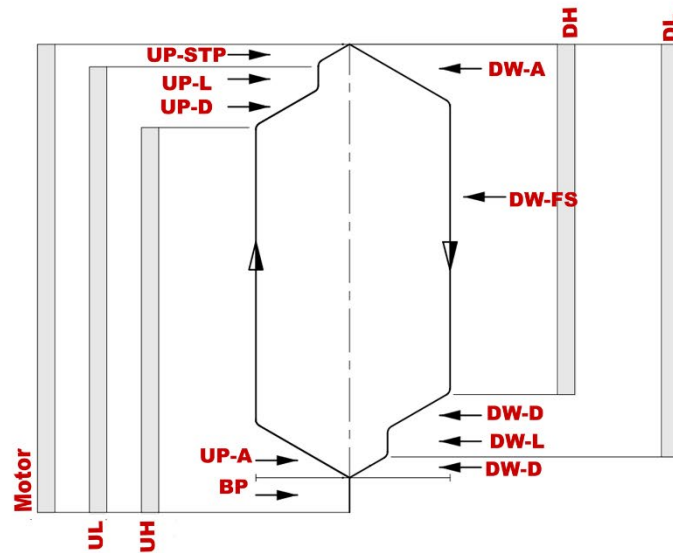


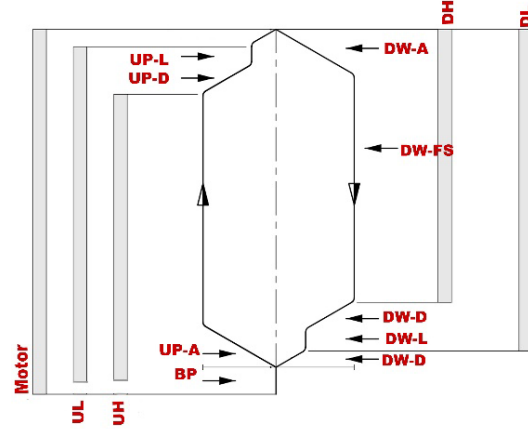
AKİŞ VALVE



Akiş4V4- 3/4"



AKİŞ 4V4 ADJUSTMENT GUIDELINE



1. "UL Solenoid": Up low speed coil
2. "UH Solenoid": Up full speed coil
3. "DH Solenoid": Down full speed coil
4. "DL Solenoid": Down low speed coil
5. Manometer
6. "Manual Down"
7. "Pressure Relief "
8. "Slack Rope"
9. "BP": By-Pass valve
10. "UP-A" : Up acceleration
11. "UP-D" : Up deceleration
12. "UP-L" : Up low speed
13. "UP-STP": Up soft stop
14. "DW-A": Down acceleration
15. "DW-FS": Down full speed
16. "DW-D": Down deceleration
17. "DW-L": Down low speed

ADJUSTMENTS

Adjustment Procedure

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



A) BY-PASS (BP) ADJUSTMENT

Adjustment	Key
"BY-PASS" (BP)	Allen Key 4 + 13 wrench

1. First, disconnect up low speed (**UL**) coil.
2. Loosen the lock nut with "**13 wrench**".
3. Loosen the by-pass screw counterclockwise with "**Allen Key 4**".
4. Energise motor. (give "up" command)
5. Observe the cabin. (**the cabin shall not move**)
6. Tighten the by-pass screw clockwise with "**Allen Key 4**" until you see the first movement on the cabin.
7. After seeing the first movement on the cabin, loosen the by-pass screw counterclockwise with "**Allen Key 4**" until the cabin stops.
8. Tighten the lock nut with "**13 wrench**".
9. Reconnect up low speed (**UL**) coil.
10. De-energize motor.

B) PRESSURE RELIEF VALVE(BE) 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, up low speed (**UL**) coil 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, up low speed (**UL**) coil and up high speed (**UH**) coil.
9. By using manual down reset the pressure to zero.
10. **To test the setting:**
 - Energise motor, up low speed (**UL**) coil 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, up low speed (**UL**) coil and up high speed (**UH**) coil.
12. Open the ball valve.

C) Adjustment UP

1. UP LOW SPEED (UP-L) ADJUSTMENT

Adjustment	Key
"UP-L"	Allen Key 4

*Up low speed should be around 0,05 m/sec

1. Tighten the **UP-L** screw clockwise completely with "Allen Key 4".
2. Energise motor and up low speed (**UL**) coil
3. Observe the cabin.
4. Loosen the **UP-L** screw slowly counterclockwise with "Allen Key 4".
5. Stop when you reach the desired speed. (Tightening the **UP-L** screw reduces the speed, while loosening increases)

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, up low speed (**UL**) coil and up high speed (**UH**) coil. (give "up" command)
 4. Travel between floors.
 4. When the elevator reaches high speed, disconnect up high speed (**UH**) coil.
 5. Observe the cabin,
- 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-energise motor, up low speed (**UL**) coil and up high speed (**UH**) coil.

3. 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, up low speed (**UL**) coil 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, up low speed (**UL**) coil and up high speed (**UH**) coil.

4. UP SOFT STOP (UP-STP) ADJUSTMENT

Adjustment	Key
"UP-STP"	Allen Key 3

1. Loosen **UP-STP** Screw completely counterclockwise, with "Allen Key 3".
2. Disconnect up low speed (**UL**) coil.
3. Energise motor.
4. Tighten the **UP-STP** clockwise with "Allen Key 3" until you see the first movement on the cabin.
5. After seeing the first movement on the cabin, loosen the **UP-STP** screw counterclockwise with "Allen Key 3" until the cabin stops.
6. De-energize motor.
7. Re-connect up low speed (**UL**) coil.
8. To test the adjustment; give up command and observe the cabin's stop.

D) Adjustment Down

1. DOWN LOW SPEED (DW-L) ADJUSTMENT

Adjustment	Key
"DW-L"	17 wrench

*Down low speed should be around 0,05 m/sec.

1. Tighten clockwise the **DW-L** screw completely with "17 wrench"
 2. Energise down low speed (**DL**) coil.
 3. Observe the cabin.
 4. Loosen the **DW-L** screw counterclockwise, slowly.
 5. Stop when the desired speed is achieved.
- Tightening **DW-L** screw clockwise reduces the speed while, loosening increases.
5. De-energize up low speed (**DL**) coil.

2. 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 down low speed (**DL**) coil and down high speed (**DH**) coil. (give "Down" command).
3. Loosening the **DW-FS** counterclockwise increases the speed, while tightening reduces.
4. Repeat the steps until the desired value is achieved.
5. De-energize down low speed (**DL**) coil and down high speed (**DH**) coil.



3. DOWN DECELERATION (DW-D) ADJUSTMENT

Adjustment	Key
"DW-D"	Allen Key 3

*Down deceleration should be around 2,5sec

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 low speed (**DL**) coil and down high speed (**DH**) coil. (normal "down" call)
4. Observe travel between floors.
Observe, transition from high speed to low speed.
-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. Repeat the steps until the desired value is achieved.
6. De-energize, down low speed (**DL**) coil and down high speed (**DH**) coil.

4. DOWN ACCELERATION (DW-A) ADJUSTMENT

Adjustment	Key
"DW-A"	Allen Key 3

*Ideal acceleration time is approximately 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 low speed (**DL**) coil and down high speed (**DH**) coil. (give "down" command)
4. Observe the cabin's down 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. Repeat the steps until the desired value is achieved.
6. De-energize, down low speed (**DL**) coil and down high speed (**DH**) coil.

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 wrenches. 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
"MANUEL DOWN"	"Triangle door key"

*Turn the manual down valve shown by the arrow in the figure, using a triangle door key. The elevator will start to travel down at low speed.

